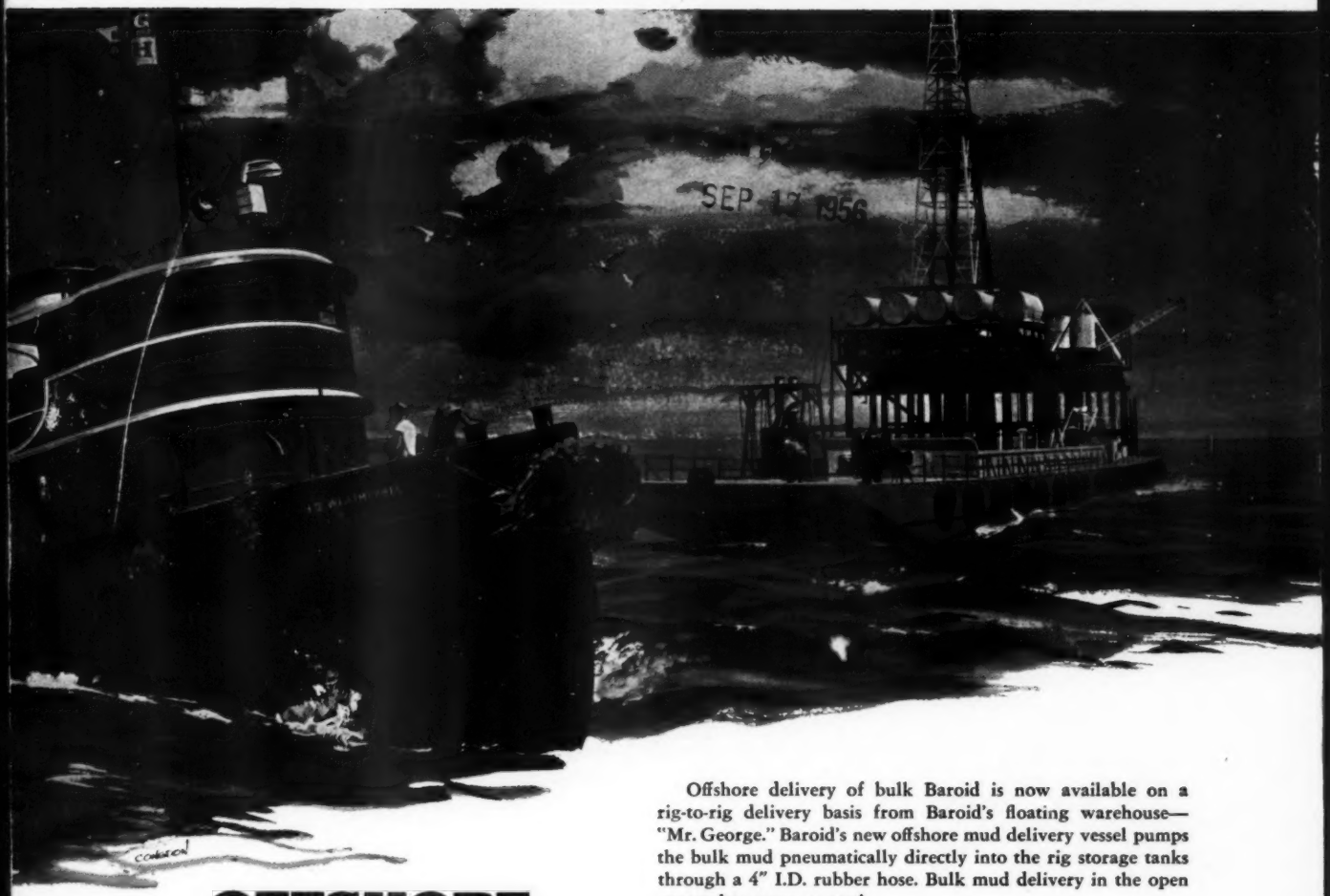
Offshore

Story of Baroid's "MR. GEORGE" (See page 34)



OFFSHORE

Bulk mud delivery has come to stay...

Offshore delivery of bulk Baroid is now available on a rig-to-rig delivery basis from Baroid's floating warehouse—"Mr. George." Baroid's new offshore mud delivery vessel pumps the bulk mud pneumatically directly into the rig storage tanks through a 4" I.D. rubber hose. Bulk mud delivery in the open waters has come to stay!

Providing dependable towing teamwork for this rig-to-rig, offshore delivery, in the turbulent waters of the open Gulf, is typical of the experienced marine service G & H Towing Company has to offer. With more than 35 years diversified experience in harbor, coastal and deep sea towing, G & H can promptly provide fully licensed crews and modern diesel-powered tugs to dependably tow anything that floats . . . anytime, anywhere. Ask any veteran offshore oil operator.

Call the G & H office nearest you today and let us help you solve your offshore towing problems. No obligations, of course.

G and H

Day or Night Phone
Galveston 3-6468 or 3-4673
Houston WA 8-5406 or MI 5-3614
Corpus Christi TU 4-8791

G and H TOWING COMPANY INC.

FLEET OF MODERN 700 TO 1700 HP TUGBOATS FOR EVERY TOWING REQUIREMENT

HOUSTON — GALVESTON — CORPUS CHRISTI

802 U. S. National Bank Building

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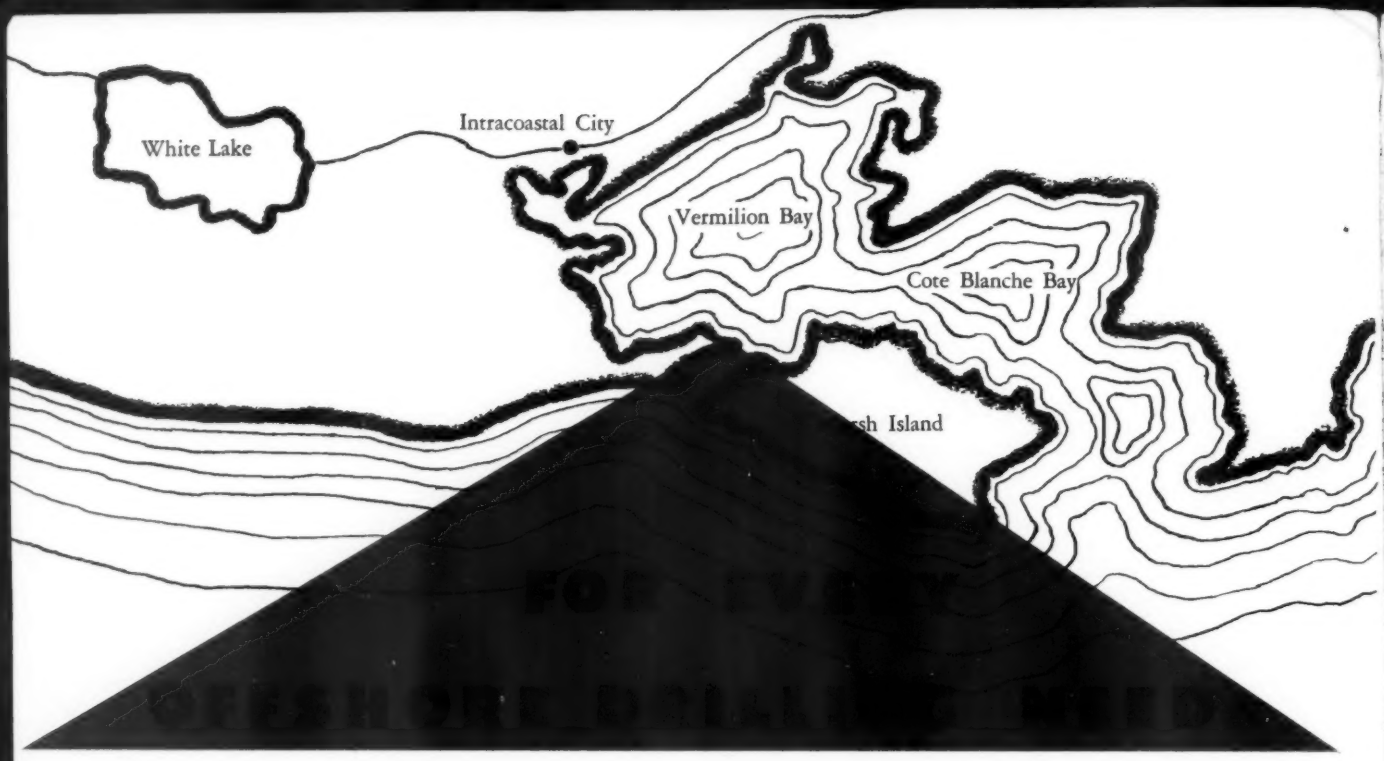
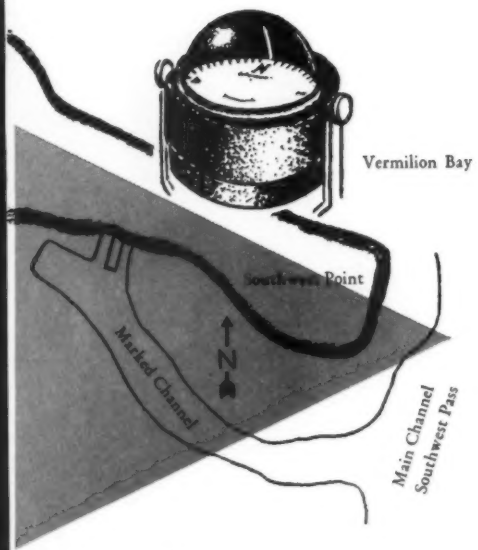


Steer for Southwest Pass

in the VERMILION PARISH AREA

Now, for the first time, the Vermilion Parish offshore operator has complete service and supply facilities *thirty to fifty miles nearer his rig!*



Coastal Enterprises, Incorporated's brand-new installations at Southwest Pass, Vermilion Parish, Louisiana, can now save supply boats hours of running in open sea on every trip! Rig tenders can lie in a sheltered harbor at Southwest Pass and deliver drilling supplies to offshore locations in half the time often required from other deep-water ports.

For Milwhite drilling mud products, fuel, fresh water and other drilling needs, steer for Southwest Pass! Scheduled daily shallow-draft barges run between Intracoastal City and the Pass and a loading crane at Southwest Pass base will facilitate shipment of massive or bulky equipment which has previously been routed through ports miles away from the Vermilion Parish area.

Shortcut your drilling costs through Southwest Pass

COASTAL ENTERPRISES, INC.

P. O. Box 608 Abbeville, Louisiana

A NEW CONCEPT IN FLEXIBLE POWER FOR RIMROCK TIDELANDS

RIGELECTRIC* by STEWART & STEVENSON

Out in the Gulf, they're playing for keeps. And that's why Rimrock Tidelands, Inc. selected RIGELECTRIC. RIGELECTRIC is the newest and most flexible concept in diesel or gas engine electric drilling rig power, and besides that, RIGELECTRIC is backed by Stewart & Stevenson Service.

RIGELECTRIC, designed and engineered by Stewart & Stevenson, offers the maximum in dependability and reliability. The skid-mounted unit, which consists of two main generators and four General Motors 6-110 Diesel Engines, can operate in emergencies with one or more engines out of service. Other features included choice of fuel selection, simple controls and low cost maintenance and parts. And despite the flexibility and extra insurance provided by RIGELECTRIC, any mechanical equipment eventually must be repaired and serviced. And oil operators have learned from experience that the full and undivided parts and service responsibility of Stewart & Stevenson stands unconditionally behind every Stewart & Stevenson installation, day or night on land or water.

STEWART & STEVENSON SERVICES, INC.

Main Office and Plant: 4516 Harrisburg Blvd., Houston 11, Texas. Phone CApitol 5-5341

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*"RIGELECTRIC" REGISTERED TRADE MARK FOR STEWART & STEVENSON DC DRILLING RIG POWER

STEWART & STEVENSON

THE NATION'S LARGEST DISTRIBUTORS OF GM DIESEL ENGINES

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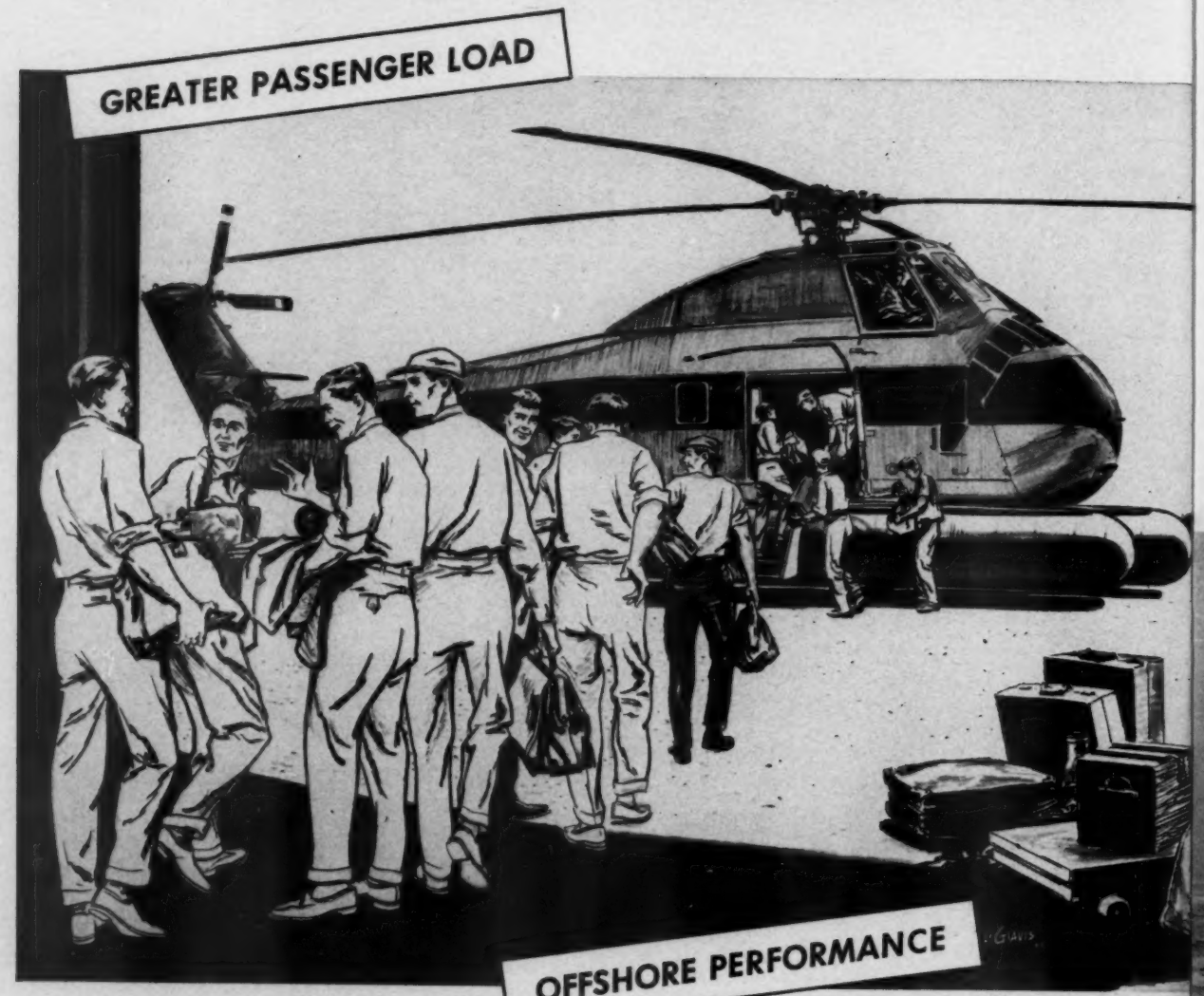
FIRST HELICOPTER FOR OFFSHORE



Sikorsky's new, large S-58 can carry 12 men 150 miles offshore and return without refueling. Amphibious flotation gear, as shown in this artist's concept, *above*, will be standard in offshore service. Cruising at 100 mph, the new S-58 has a high speed of 125 mph. Sikorsky transport helicopters are working every day throughout the free world . . . serving in military and other types of public service, in business and industry, and in scheduled airlines.

S-58 PERFORMANCE FOR OFFSHORE SERVICE

OPERATING RADIUS	150 miles*
CAPACITY	12 passengers or cargo payload of 2600 lbs.*
CRUISING SPEED	100 mph
MAXIMUM SPEED	125 mph

*based on 300-mile range plus ample fuel reserve

XUM

TO OFFER ALL THIS PRODUCTION

A new, large helicopter—the Sikorsky S-58—is now being ordered by leading oil companies. Because the S-58 carries more passengers, has greater range and is faster than any helicopter previously available, it opens the way to profitable new offshore opportunities.

Passenger capacity of the Sikorsky S-58 in regular service is twelve men with baggage. The new, big helicopter can haul this load 150 miles offshore. This more than doubles the passenger carrying capacity of the Sikorsky S-55, the largest helicopter currently active in Gulf of Mexico oil operations.

The S-58 offers improved performance and new ease of handling. The R-1820 engine develops 1525 horsepower at takeoff, 1275 horsepower in normal flight. Simplified access to components speeds maintenance. Structural provision is made for a cargo sling and power hoist.

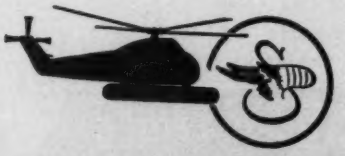
The new Sikorsky S-58 and its companion S-55, world's most widely-used transport helicopter, are based on more than 15 years of engineering, manufacturing and operational experience. For more information, telephone or write B. L. Whelan, general manager, Sikorsky Aircraft, Bridgeport, Connecticut.

GREATER VERSATILITY

A rugged and versatile performer in many over water tasks, the U.S. Navy version of the Sikorsky S-58 above lowers sonar gear into the ocean to hunt submarines. This model helicopter is the first approved by the Navy for flight entirely on instruments. The oil industry can benefit from Sikorsky Aircraft's and the Navy's broad experience with this sea-going helicopter. Already, in the Gulf of Mexico area helicopters are carrying about 20,000 workers and specialists per month. Now the larger, faster S-58 can accomplish even more.

GREATER RANGE

The newly-available S-58 can speed operations farther offshore with its 150-mile operating radius. This extended range permits daily operations serving even the rigs farthest from shore, or wherever surface transportation is inadequate.



SIKORSKY AIRCRAFT

BRIDGEPORT, CONNECTICUT

One of the Divisions of United Aircraft Corporation

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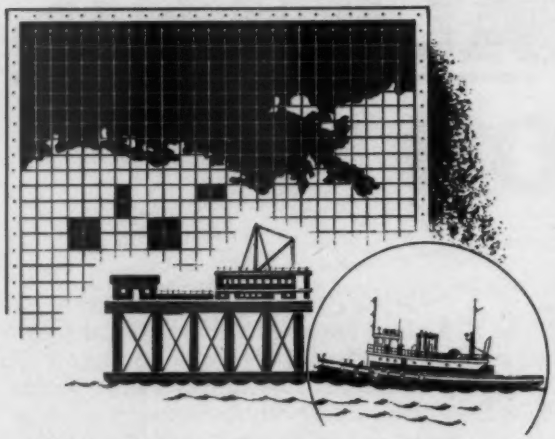
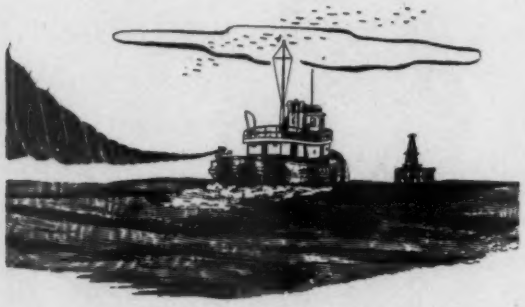


CRESCENT TUGS

. . . Complete the picture

With years of experience serving the distant reaches of the Gulf, Crescent leads the way in providing fast, dependable towing facilities for the oil and gas industry's expanding offshore operations.



The Crescent fleet is adding a new chapter to its record of towing excellence . . . completing the picture with another special service for a special need.

Large Deck Barges for Charter

CRESCENT
TOWING & SALVAGE CO., INC.

625 Hibernia Building • New Orleans, Louisiana
Phone: TUlane 0611 (office) • FOrest 6-1521 (dispatcher)

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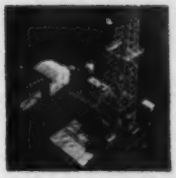
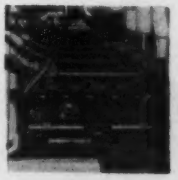


Power On Stilts 27

Rimrock's self-contained diesel-electric rig on platform is fourth such unit to operate

The Big One 45



Calco's S-55 represents an engineering feat both for size and degree of electrification

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Five Star Oil Report speeds drilling data to its customers within a matter of hours

Photo Credits:

Rimrock Tidelands—27; Alco Products, Inc.—29; Baroid Division—34; Deepwater Exploration—43; Arthur Coyle—45, 46, 47, 52; Standard Oil Company of Texas; Joyce Williams—57, 58, 60, graphs; Arthur I. Coyle—61, 62; Kerr-McGee Oil Industries, Inc.—63; Coastal Enterprises—64; George Engine Company—65; Arthur I. Coyle—67; Clark Brothers —70; Joyce Williams—75, maps; Arthur I. Coyle—87.

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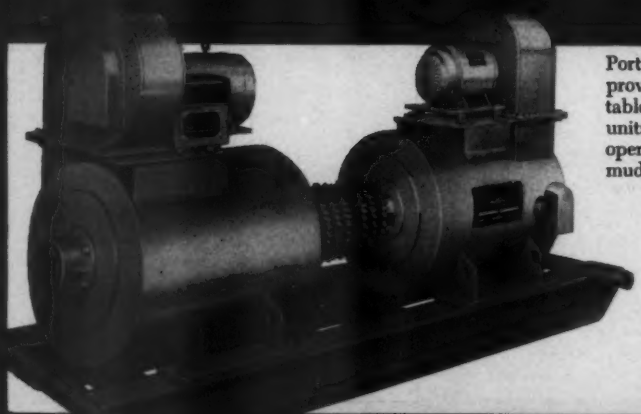
NEW! White's simplified,

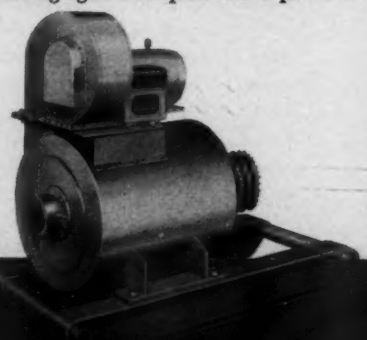
DIESEL-ELECTRIC

. . . for inland and

NEW, LOWER COST, STANDARD,



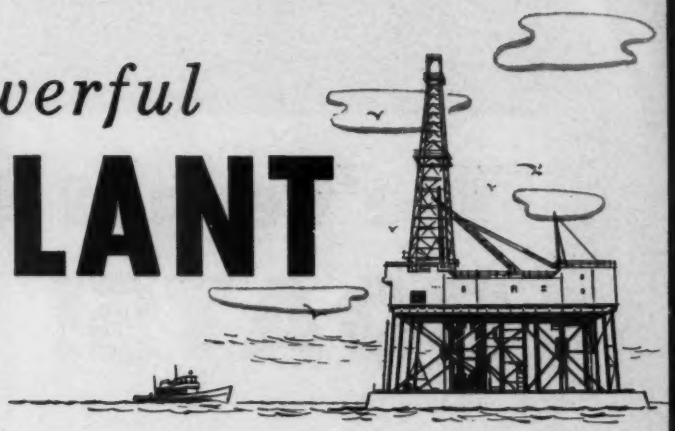
Portable, skid-mounted, 1000 *continuous* h.p. drive motors provide power for mud pumps, drawworks and rotary table. A minimum of three drive motors are needed. Two units power mud pump operations . . . assuring continuous operation and guarding against complete loss of power or mud circulation.



lighter, more powerful

POWER PLANT

offshore drilling rigs



White's Superior Diesel-Electric Power Plant combines new, important advancements and design refinements to provide the utmost in simplicity of arrangement and operation . . . a more compact, lightweight package . . . and greater power for deep drilling!

The power plant consists of two or three engine-generator sets, a minimum of three drive motors, and simple operating controls. Each engine-generator set combines White's well-known, 8-cylinder, 900 *continuous* h.p. Superior Diesel oil field drilling engine, and a pair of time-proven, traction-type Westinghouse 550 kw generators. Rugged, flexible cables carry d.c. electricity from the generators to the heavy-duty, 6-pole, traction-type Westinghouse drive motors . . . rated at 1000 h.p. *continuous*, and 1250 h.p. intermittent output. Singly or in combination, drive motors provide dependable power for operation of the mud pumps, drawworks and rotary table. From an easily operated control console, driller has complete control of power for all rig operations . . . under any load and emergency drilling condition!

White's many design advancements include the direct connection of engine and generator . . . *eliminating need for clutch or gear box;* the use of standard production-line components . . . *allowing interchangeability of units or parts;* the development of greater horsepower . . . *using a minimum of 3 rugged, heavy-duty drive motors;* and the reduction of weight to make a compact, lightweight unit . . . *the total weight of the engine-generator set alone is almost 8 tons lighter than comparable units!*

In addition to outstanding design advancements, White's Diesel-Electric Power Plant gives you all the advantages of diesel-electric operation . . . flexibility of set-up at the rig, lower first costs and operating costs, greater portability, less weight, less rig-up time, and longer engine life! Get all the facts now in White's Bulletin 101. Get your copy from leading rig manufacturers, White's field representatives in all oil field areas, or through the White Diesel Engine Division.

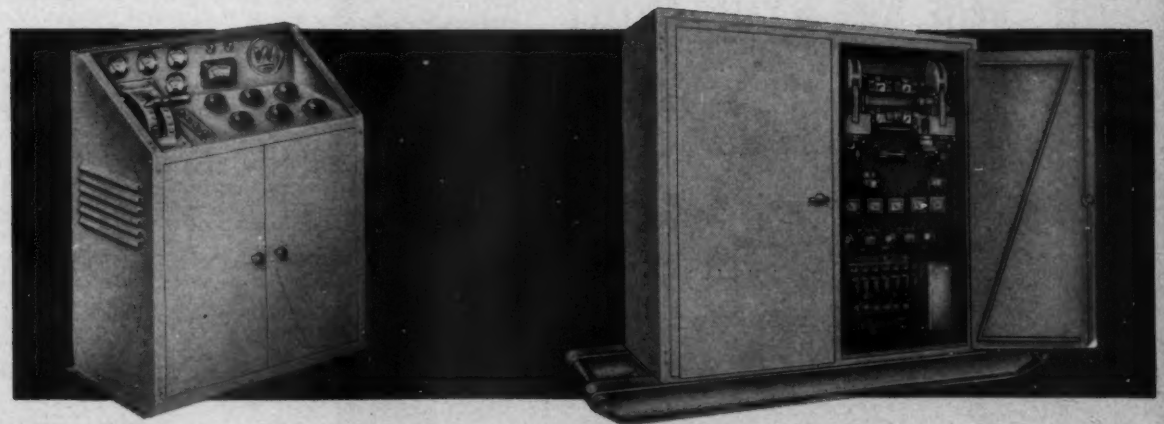
Superior ENGINES · ATLAS Imperial DIESEL ENGINES · White DIESEL

White diesel

WHITE DIESEL ENGINE DIVISION

The White Motor Company • Plant and General Offices . . . Springfield, Ohio

PRODUCTION-LINE COMPONENTS



Drillers controls may be conveniently arranged in this console-type stand, or they may be grouped in any arrangement or location desired. Electrical cabinet houses all electrical devices and apparatus.

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Marine Transportation

Need a

CREWBOAT?
TUG? BARGE?
SUPPLY BOAT?

SPECIAL FOR THIS MONTH ONLY—

We are offering for rent a brand new 51 ft. all steel, twin screw, G.M. diesel engines, capacity for 32 passengers, speed 26 miles per hour — plenty of stern space for small cargo.

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Way Offshore

With the Publisher

In the slightly more than two years that OFFSHORE has been publishing, we've tried to make this column as easy and informal as a driller and his crew swapping yarns over cooneaux coffee just before catching a crewboat out to an offshore rig.

Having growed up in the cow country of West Texas and New Mexico, the shirt-tail way of doing things just comes naturally to an old boy who's chopped his share of cotton, pulled sucker rods on a lot more windmills han he likes to count, and even been slapped in the ribs a few times with a Johnson bar—something anybody who's drilled in cactus country has some acquaintance with.

It therefore seems like putting on a Sunday shirt with a tight collar to "dress up" our second annual issue.

But the truth is, we're two years old and then some. It was in September, 1954, that we slapped together our boll weevil issue, and the one you are now holding marks the twenty-fifth time OFFSHORE has rolled off the press.

The first issue—and a lot that followed it—was pretty slim. But there weren't a lot of offshore rigs in operation, either, so the offshore industry and OFFSHORE Magazine have both growed a lot since.

In fact, the industry has expanded so fast that in trying to keep up with it, we've been hopping around like a flea on a hot skillet. Last week two of our men were on a new rig off the Louisiana coast, picking up a yarn and pictures. Another writer-photographer was packing up to head out to sea and watch a new mobile unit make its first dive. Still another man was set to take off on a 4,000-mile trip that'll fetch home a dandy bunch of features. And another . . . we've about run out of reporters, and are going to have to hump under the saddle to cover all the ground there is to cover between now and next month.

So, we'll see you then!

Long John Latham

XUM

1st the Tripod . . .

then the Triad . . .

and now the TRINITY prove

there's no power like
George power *

** In the case of the TRINITY . . . the new General Motors TURBOPOWER.*

Three men who know their marine power — Newton Smith, Eddie Kyle and Lesley Levy who formed Tripod Boats, Inc., Berwick, La., will tell you about GEORGE Power. With the "Tripod" and then the "Triad", both triple-screw 45' Sewart Seacraft crew boats designed for offshore and Tidelands use, performance was so satisfactory they didn't hesitate when it came to the purchase of the new and amazing TRINITY, pilot model for the new General Motors TURBOPOWER. A sleek, 48' twin-screw craft, the TRINITY performs as well if not better than a triple-engine job. Each of her two TURBOPOWER engines is rated at 300 shaft HP and weighs only 2555 lbs. Proof of the TRINITY'S high speed, extreme seaworthiness and sterling power performance is the fact that Tripod Boats, Inc. has additional units on order.

Coming soon . . . TURBOPOWER 4-cylinder marine engines.

DIESEL *power by*
George Engine

MARINE • OILFIELD • INDUSTRIAL
HARVEY, LOUISIANA • FILLMORE 1-5641

GM GENERAL MOTORS DIESEL POWER

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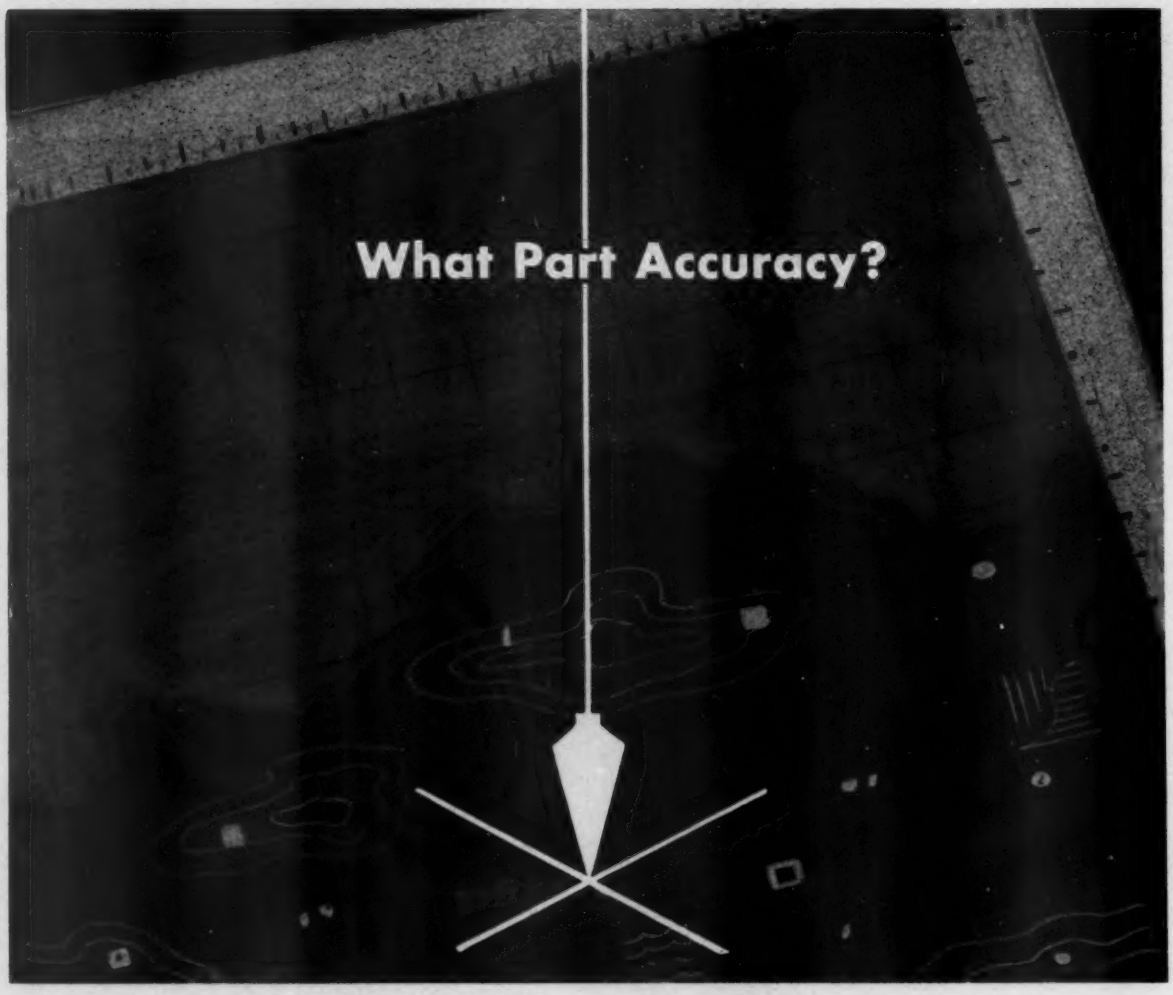


When an industry entrusts so much to so few, accuracy can't be measured in small amounts

ACCURACY IS VITAL to a radiolocation company operating in the "blue-chip" Gulf of Mexico. Like integrity, experience and capacity to serve, the ability to deliver consistently accurate results is a prime requisite for any horizontal control company serving the oil and gas industry.

Offshore Raydist, Inc., knows that neither experienced personnel nor advanced methods alone can give a company a lasting reputation for results. There must be a blending of proven men, equipment and enlightened management seeking always to improve the present and develop the future.

When you contract with O-R-I, you know you are receiving the best that men and machines can give you. Nothing less will do with the stakes so high.

Continuous radiolocation facilities from Mobile Bay to the Rio Grande

ORI

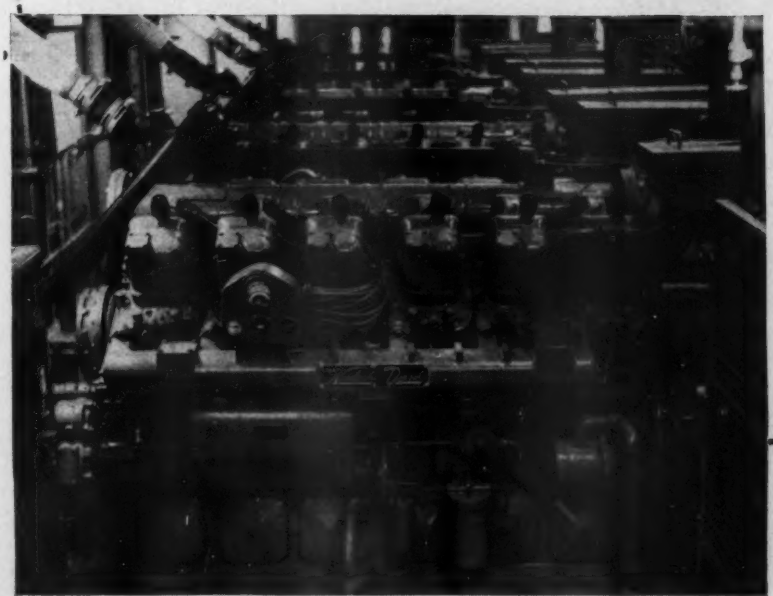
OFFSHORE RAYDIST, INC.

3503 Fern Street
New Orleans, Louisiana

SERVICING SEISMIC, GRAVITY AND MAGNETOMETER SURVEYS AND WELL LOCATION CREWS

4 Big WAUKESHA V-12 *Turbodiesels*

Power this NEW OFFSHORE DRILL RIG



The 4 big Waukesha VLRDBSU 5788 cu. in. Turbodiesels

● This elevated deck offshore barge was built for the California Co. by Avondale Shipyard; drilling equipment and operation by the Noble Drilling Corporation. Oil men who have seen this remarkable equipment were much impressed by the array of big Waukesha Turbodiesels which are the prime source of power.

WAUKESHA MOTOR COMPANY
WAUKESHA, WISCONSIN
New York • Tulsa • Los Angeles

319

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FIRST IN THE FIELD!

Sewart Seacraft LEADS THE WAY WITH GM TURBO-POWER CREWBOAT

48-FOOT "TRINITY" HAS TOP SPEED OF 24 MPH...
CRUISING SPEED OF 22 MPH

Designed and built by Sewart Seacraft, Inc., of Berwick, La., for George Engine Company of Harvey, La., the TRINITY is the FIRST crewboat to be powered with the new GM Turbo-Power Series 71 engines.

Designed to meet all requirements for a truly high-speed seaworthy crewboat, the TRINITY is the first of a number of these boats now being constructed for George Engine Company.

Powered by two GM Series 71 Turbo-Power engines rated 275 bhp each, the TRINITY was built to U. S. Coast Guard specifications and sold to Tripod Boats, Inc., of Berwick, La., who were already operating a number of Sewart-built, GM-powered crewboats. Delighted by the performance of the TRINITY, Tripod Boats, Inc., have already placed an order for a second Turbo-Power crewboat.

With over 600 Sewart-built crewboats and supply boats operating in the marine oilfields, Sewart Seacraft leads the field in the design and construction of marine craft for the oil industry.

For your boat requirements — See Sewart Today:

SEWART SEACRAFT, INC.

BERWICK PHONE PATTERSON 3572 P. O. BOX 108 LOUISIANA

If you have been paying about 25¢ a barrel for fresh water

WASTE HEAT V EVAPORATION CAN SAVE YOU THOUSANDS OF DOLLARS A YEAR

sea water

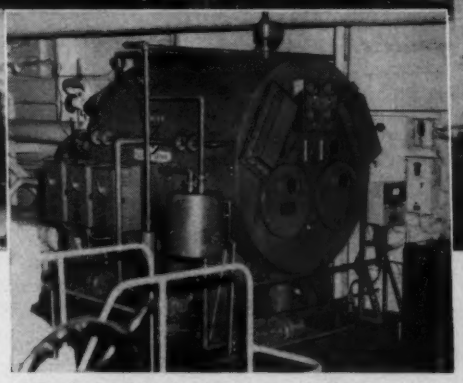
Pure water for

80% less* cost than vapor compression

93% less* cost than multi-effect

94% less* cost than purchased water

*Based on field studies made by Cleaver-Brooks engineers. See cost analysis below.



Cleaver-Brooks helps you convert waste diesel heat to working energy

FIELD checks show that compared with the three commonly used methods of producing fresh water on board drill rigs, barges and tenders—waste heat evaporation *costs you practically nothing.*

Based on the chart below, operational daily costs per 685 barrels can be trimmed as much as 94%, if you're now buying fresh water. Add to this the all-important fact that low-pressure operation of Cleaver-Brooks waste heat evaporators *practically eliminates scale formation* and drastically cuts expensive downtime.

The latent power of waste diesel heat is a hidden asset worth investigating. Models available to deliver fresh water at rates of 300 gph to 2100 gph. We invite your inquiries. Write today for complete information or call MOhawk 4-1336, Houston, Texas. Cleaver-Brooks Company, Special Products Division, 367 East Keefe Ave., Milwaukee 12, Wisconsin, U.S.A., Cable Address: CLEBRO—Milwaukee—all codes.

Here's how waste heat goes to work for you: (1) Hot water from diesel's cooling system circulates through engine cooling heat exchangers — carrying sea water. (2) Heat is transferred to the sea water. (3) As sea water flows into the evaporator vacuum chamber, part of it "flashes" to steam because of lower pressure . . . is then condensed on cooling coils. (4) Thus, fresh water is produced at rates depending on evaporator size and available diesel power.

Waste Heat Evaporators vs. Vapor Compression vs. Multiple Effect vs. Purchased Water

ITEM	UNIT PRICE	Typical Cost/1000 gal H_2O Waste Heat	Vapor Compression	Multi-Effect	Purchased
Diesel Fuel	● 10.6¢/gal	$0.00	48¢	$4.80	
Electricity for pumps	● 1¢/kw	20¢	1¢	14¢	
Lubricating Oil	● 77¢/gal	½¢	6¢	½¢	
Acid for Descaling	● 50¢/gal	½¢	20¢	½¢	
Maintenance and Repairs	Based on Field Experience	2¢	18¢	2¢	
Operational Labor	● $2.50 hr	10¢	85¢	75¢	
Operational Costs (1000 gal)		33¢	$1.78	$5.72	
Operational Costs (barrel)		1½¢	7½¢	24¢	25¢
Operational Daily Costs (685 barrels)		$10.28	$51.38	$164.40	$171.25

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A recent aerial photo of Twenty Grand's Morgan City plant.

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Officials are zealous

They May Be Overzealous

In a way, United States and Louisiana officials are to be commended for not yet reaching an agreement which would permit leasing and drilling in disputed areas off the state. To date they have zealously tried to uphold the interests of their respective taxpayers. In so doing the officials are only protecting their clients, as any good attorney should do.

Of probably little interest to one—or both—of the parties are the jobs already lost, the changes oil companies have had to make in their plans, and the expenses entailed for maintenance of inactive equipment.

That the delay may cause a few leases to lapse is undoubtedly only coincidental, even though it could result in additional revenue for both parties to the disagreement. Leases which run out before a bit punches into them are not lost, they are only available for future sale at higher prices.

But of prime importance to the United States and Louisiana will be the effect which a delay in drilling might have upon the revenue-producing future of the disputed zone.

The lead story this month, by Sidney M. Groom, Jr., points out the possibility that the present impasse could drive investment away from Louisiana offshore area to foreign operations. Such a possibility should be considered by both State and Federal officials each time they sit down at a table together.

The economic damage done by a shutdown or even a slowdown in drilling will be felt mostly by Louisiana, which has wisely tried to have drilling continue at once, leaving leasing problems for later. Offshore oil has accounted for much of the economic boom felt by south Louisiana in recent years. For each tender that returns to port, because of the ban, from 50 to 70 men have to be transferred or laid off. Associated businesses which serve the drilling rigs are also hurt. A slump in South Louisiana has some, but very little, effect on the entire economy of the United States—which may account for the willingness of Federal officials to hold out for an all-or-nothing agreement, permitting leasing as well as drilling.

Perhaps the least obvious damage done by the drilling ban is that caused by delay in finding new production. To date the staggering sums paid out at Louisiana and United States lease sales have overshadowed the money-making possibilities of the royalties which the offshore will eventually yield. A drilling slowdown will not just delay completion of isolated discoveries, it will delay the day when fields opened by those wildcats reach their greatest productivity.

To sum up, protection of the rights of their taxpayer clients is the prime duty of representatives of both Louisiana and United States. But to provide that protection, the representatives must give serious consideration to all of the economic aspects of any further delays or entanglements. Certainly the productive—and revenue producing—future of the offshore area is best guaranteed by the orderly development which operators could provide if they did not have to face periodic legal entanglements.

The Editor

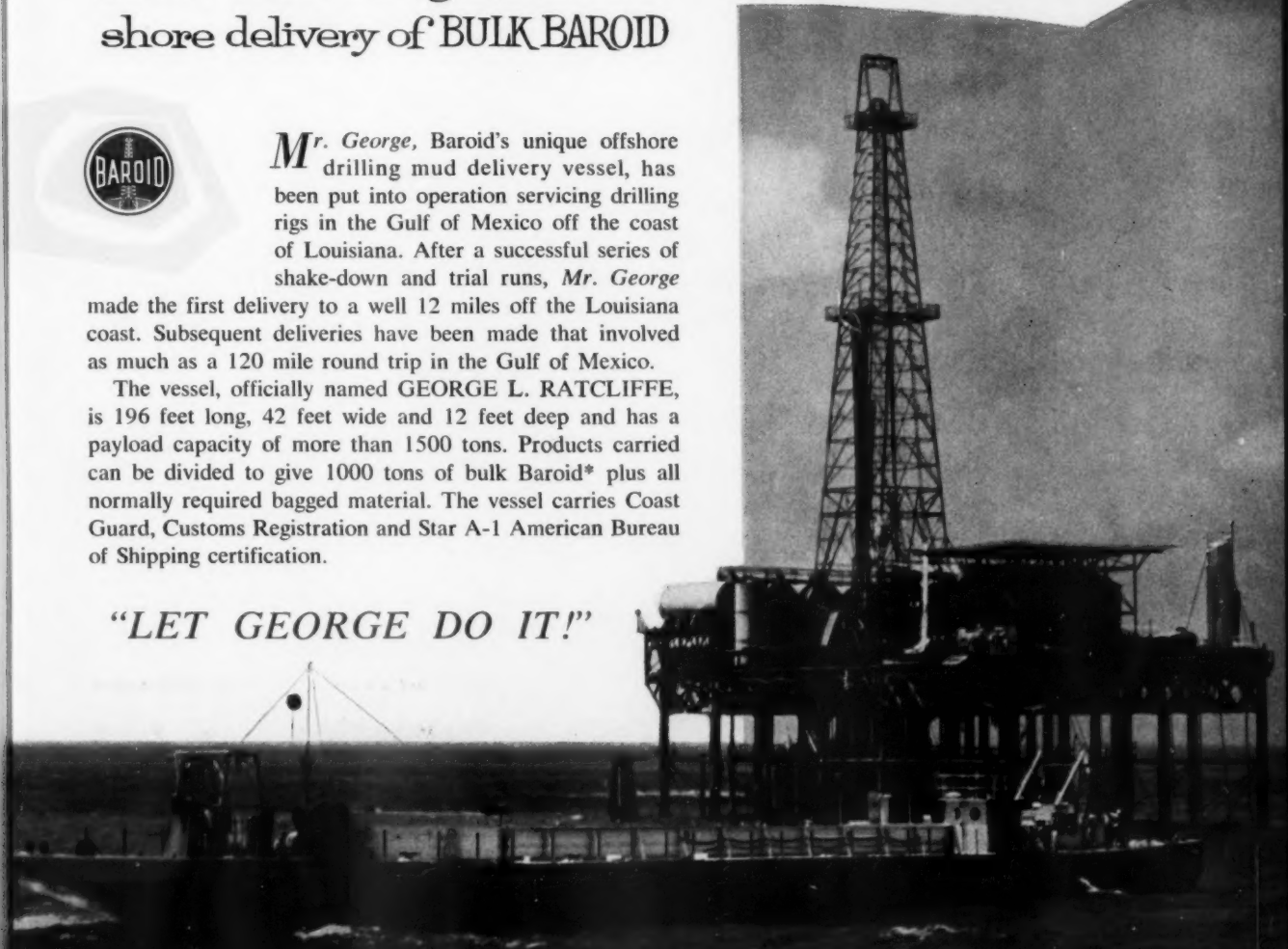
Mr. GEORGE now in service

First vessel designed for off-shore delivery of BULK BAROID

Mr. George, Baroid's unique offshore drilling mud delivery vessel, has been put into operation servicing drilling rigs in the Gulf of Mexico off the coast of Louisiana. After a successful series of shake-down and trial runs, *Mr. George* made the first delivery to a well 12 miles off the Louisiana coast. Subsequent deliveries have been made that involved as much as a 120 mile round trip in the Gulf of Mexico.

The vessel, officially named GEORGE L. RATCLIFFE, is 196 feet long, 42 feet wide and 12 feet deep and has a payload capacity of more than 1500 tons. Products carried can be divided to give 1000 tons of bulk Baroid* plus all normally required bagged material. The vessel carries Coast Guard, Customs Registration and Star A-1 American Bureau of Shipping certification.

"LET GEORGE DO IT!"



BAROID

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Main Office: P. O. Box 1675, Houston 1, Texas
New Orleans Area Office: 918 Richards Bldg.

*Registered Trademark of Baroid Division, National Lead Co.

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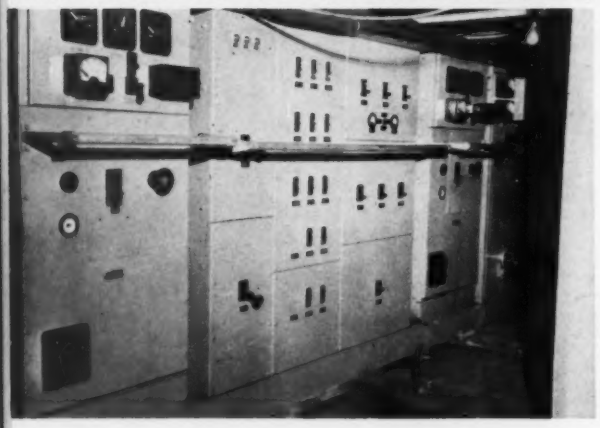
The "Mr. George" is towed to offshore locations by a sea-going tug. Upon arrival operating personnel are transferred to the "Mr. George," lines are cast off, the final approach is made to the rig and actual delivery of the mud commences.

Mr. George is towed to the vicinity of the rig by a deep-sea tug equipped with radar, ship-to-ship and multi-channel marine radios. The *Mr. George* carries ship-to-ship and FM radios, thus communications can be maintained between the tug, rig, *Mr. George* and land bases at all times.

The tug is manned by experienced deep-sea operating personnel. The *Mr. George* is under the command of Captains D. A. Smith and W. F. Nesser; both are licensed ship masters with wide experience in deep-sea operations.

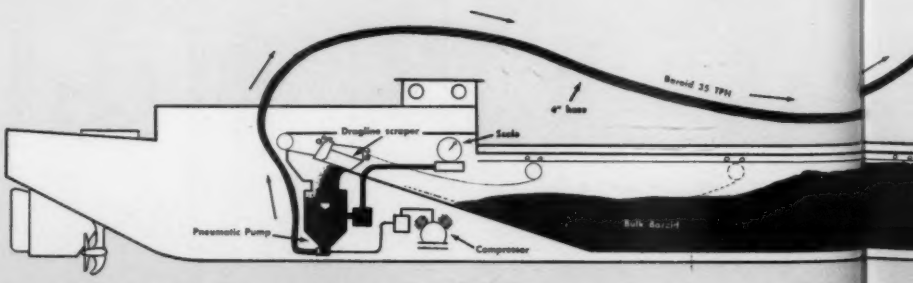
Upon approaching the rig the tug casts off its lines and the unique features of *Mr. George* are used to make the final approach, maintain position and make the mud delivery. Final approach involves the use of two systems. Using the first system, one or both of the two 6000-pound cruiser anchors located fore and aft of the vessel is dropped. Each anchor line is handled by a power winch capable of a 50,000-pound line pull. Using the second system, the multi-speed propulsion units located fore and aft are used to come into final position and then hold this position while deliveries are made. These propulsion units are driven by electric motors wound to give four speeds forward and three speeds reverse. Propellers are 54-inch diameter by 30-inch pitch and their rotational speed can be varied up to 352 rpm. The unique feature of the propulsion units is that they can be independently rotated through a full 360 degrees; therefore each propeller can push or pull in any direction. Normally one propulsion unit is set to counteract the current and the other to hold the anchor lines in the proper position.



The nerve center of "Mr. George" consists of the generator and distribution switchboards. The vessel's equipment is all electrically powered and the generators are equipped with automatic synchronizers. This photo made during "Mr. George's" construction period gives an idea of the size of switchboard.

This view looks forward into bulk mud hopper of "Mr. George." The hopper can carry a 1,000 ton payload of dry bulk Baroid. Bulk mud is gathered by a one cubic yard Sauerman scraper and pulled into position for filling the pneumatic pump hopper.

Schematic Flow Diagram showing the movement of the bulk Baroid mud from the hold of the delivery vessel through the pneumatic pump and delivery hose to rig storage tanks.



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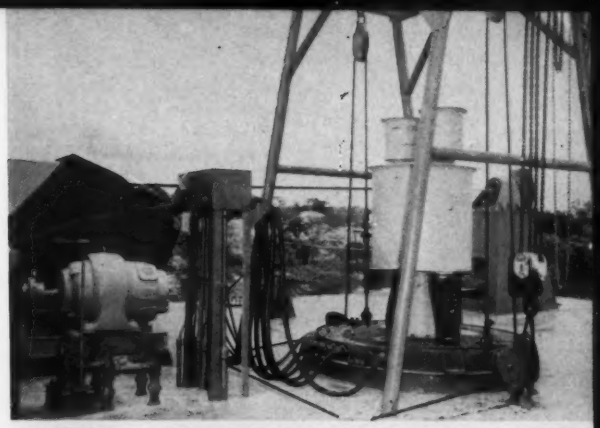


"Mr. George's" powerful propulsion units are lowered when the vessel arrives at location. These units enable the vessel to make the final approach under its own power. Each propulsion unit, one fore and one aft, has four speeds forward, three speeds reverse and can be rotated through 360 degrees.

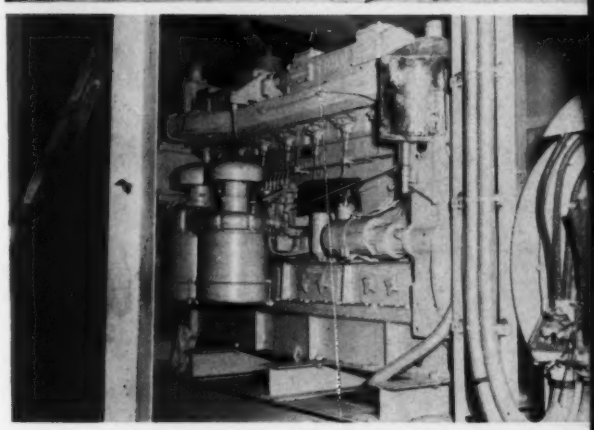
When bulk Baroid is delivered a heavy duty four-inch I.D. rubber hose is picked up by the rig crane and the end of the hose put into the rig bulk tanks. Actual delivery then begins and the dry bulk Baroid is pneumatically pumped to the rig storage. This system is much like the Navy method of refueling at sea. Delivery of bulk Baroid is in batches of 2500 pounds, and the automatic weighing equipment prints a weight ticket for each batch.

When palletized products are delivered, the rig crane drops its line with pallet hooks or sling attached and hoists the material aboard in the conventional manner.

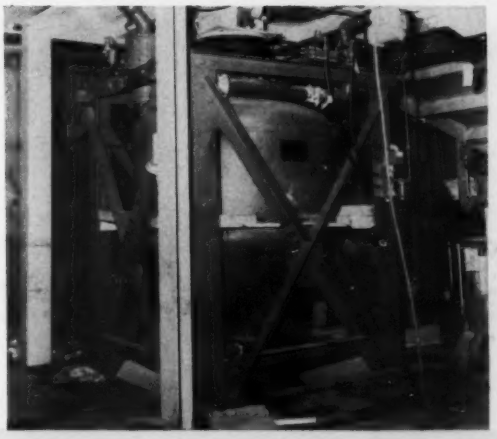
All equipment aboard *Mr. George* is operated electrically. Power is generated by diesel engine prime movers. The three engines and generators are capable of 685 KW output. The propulsion units will operate on any engine-generator combination.

Safety is one of the outstanding features of the *Mr. George*. The diesel-electric power system reduces fire and explosion hazard to a minimum. The anchoring and propulsion systems are designed to give maximum safety to the operator's personnel, rig, structure and tenders at all times. Safety to delivery and operator's equipment, reliability of delivery, accuracy of weighing, and time to get from one location to another have all been planned to give the best possible service in the safest manner.

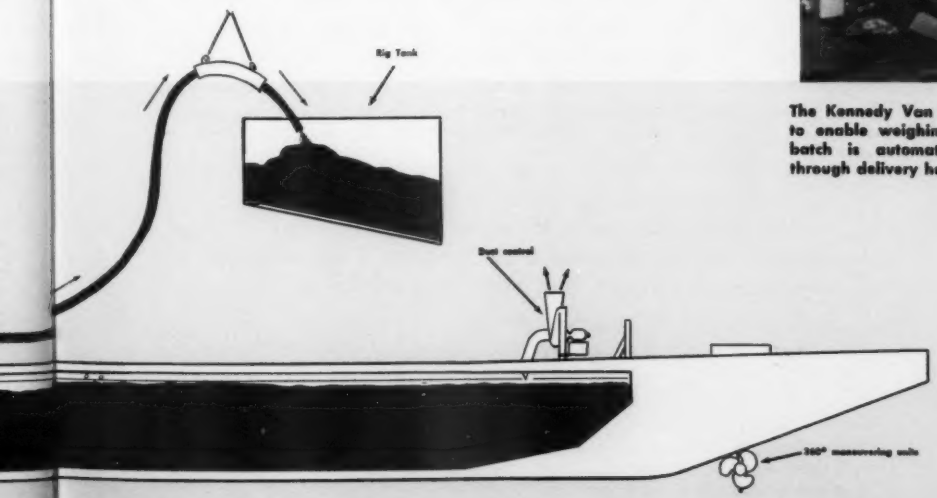
The large mud stock, which makes the vessel a floating warehouse, will reduce the hazard of offshore drilling and save operating time because the ready availability of this large mud stock will assist in controlling high-pressure wells.



All the operating equipment on "Mr. George" is electrically powered. Two Buda 250-KW diesel-electric generators furnish the electric power for operating the engines, anchor winches, dragline, pneumatic pump and all auxiliary machinery.



The Kennedy Van Saun pump is mounted in special flexures to enable weighing bulk mud in 2,500-pound batches. Each batch is automatically ticketed and pneumatically blown through delivery hose to bulk storage tanks on the offshore rig.



BAROID

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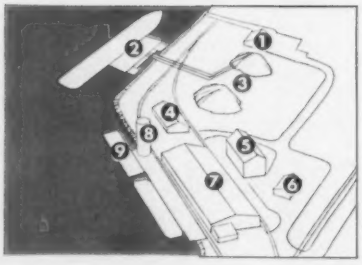

1. Seaplane hangar and parking area
2. Crane barge unloading ore vessel
3. Ore piles
4. Carpenter, bulk can repair and machine shop
5. Mill building
6. Office building
7. Warehouse
8. Silo storage for "Mr. George"
9. "Mr. George" — delivery vessel

Baroid's new marine terminal

Baroid Division's new Marine Terminal, now under construction on the New Orleans Industrial Canal, will be home base for *Mr. George*. Besides docking and trans-shipping facilities, this terminal will have the largest mud warehousing facilities in the country. The warehouse will be backed up by a plant for manufacturing the product Baroid from both domestic and imported barite ores.

Facilities at Berwick, Louisiana, will also be utilized for keeping *Mr. George* supplied with mud.

Exhaustive testing and the recently completed series of actual deliveries have demonstrated that *Mr. George* is the safest, fastest, most convenient method of offshore mud delivery available.

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BAROID

What Next? ???

By SIDNEY M. GROOM, Jr.*

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Some solutions for

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Offshore Legal Problems

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If the Louisiana and United States governments fail to make concessions and reach an agreement permitting leasing and drilling off the state, they may well find that the "goose" is committed to lay its "golden eggs" elsewhere. Capital used to exploit the continental shelf could easily be diverted to further foreign development.

A segment of the oil industry which has not been turned aside from offshore developments despite many natural obstacles now finds itself hopelessly enmeshed by an entirely man-made entanglement—and that has happened even though state laws and the present Outer Continental Shelf Lands Act, passed in 1953, specifically make possible a temporary agreement to permit leasing and drilling operations.

A solution is desperately needed for the legal problems now facing the offshore oil industry. The problems involve the title to, and administration of, a great portion of the submerged oil provinces which are potentially the most important source for replenishing our domestic oil reserves.

Background . . . The 1950 decree of the U. S. Supreme Court was at least clear-cut in unequivocally denying the title of the coastal states to lands beyond the mean low-water No. 6, in mid-january. By June 1, the damage to the states' equitable ownership, the U. S. Congress devised a workable law, the Tidelands Act of 1953. But the law is so indefinite in the terms of grant that it has led to an even greater title controversy.

Congress intentionally avoided setting boundaries in the Tidelands Act, yet the language in that act is so filled with generalities that no one can at present ascertain where state ownership ends and that of the United States begins. More than three years have elapsed since the passage of the Act, and the U. S. Supreme Court still has not considered the width of the belt of land granted to the State of Louisiana. Furthermore, there will be no attempt in the proceedings scheduled for the October session to determine the location of the "coast line" where the disputed belt begins. The submission of evidence on this latter issue may consume years. Even then the answer will cover only the disputed areas off Louisiana—leaving the submerged area off other states for other lawsuits.

This occurs at a time when the oil industry seeks to invest heavily offshore. Offshore development is now further jeopardized by the injunction against further leasing and drilling in a large area off Louisiana. The injunction was issued June 11 by the U. S. Supreme Court.

Thus, while in theory the courts are able to clear away the cobwebs clinging to the inept Tidelands Act,

(*continued on page* 25)

★AUTHOR'S NOTE: These comments are my own and do not necessarily reflect the views of either the Magnolia Petroleum Company or the U. S. Department of the Interior.

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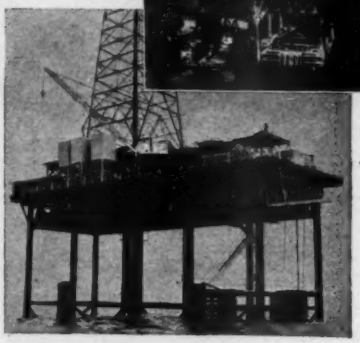

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OFFSHORE

. . . the problems are man-made, so are the solutions . . .

(*continued from page* 23)
the lapse of time before relief comes will do incalculable harm.

Corrective legislation is probably not the answer either, for it would have the effect of depriving the states of property, or a claim to it, without due compensation unless the entire extent of each claim is recognized—an unlikely result. Therefore, now that Louisiana's problem is before the Supreme Court, a final determination of that case—plus a series of "friendly lawsuits" by other coastal states—should hold the final answers that we need.

The present solution . . . Until the ownership dispute is settled, there is machinery in another Congressional act which will prevent, if used, the temporary strangulation of the new offshore industry. Section 7 of the Outer Continental Shelf Lands Act (1953) specifically permits the states and the Federal government to negotiate and enter into agreements respecting operations under existing leases and with respect to the issuance of new leases pending the settlement or adjudication of the controversy. Louisiana enacted legislation this year which permits it to negotiate leasing and development agreements with the U. S. To date, the U. S. and Louisiana have been unsuccessful in reaching an agreement because of the difference in leasing terms of each government. With the contemplation of diminishing returns from a long lapse of leasing, there is every reason to believe the U. S. and Louisiana will reach an agreement.

This, I submit, is the only immediate avenue to further leasing, but it will not be possible without pressure on the respective governments to use Section 7 as a relief measure. Both the U. S. and Louisiana regularly lease competitively for the highest bonus, with an occasional slight difference in royalty and a pronounced difference in rental. The lease terms for state and Federal governments differ, but not to such an extent that negotiation could not produce an effective compromise for leasing during this interim period.

Oilmen have overcome many natural obstacles in pushing the marine oil frontier from the swamps of Louisiana far out into the Gulf of Mexico. Now man-made problems threaten drilling off the state.

For the future . . . Such a compromise might also pave the way for a new administrative body to handle Federal offshore leasing. Because it is large and has varied tasks to perform, the U. S. Department of the Interior, for which I have worked as a lawyer and an administrator, sometimes finds its procedures inadequate for handling the leasing and operational function.

Selection of key Interior personnel to form the administrative nucleus of an Offshore Commission would be a move to expedite the handling of offshore matters. If possible, the Commissioners should be directly responsible to the President. But such a commission would have to be created by Congress, which might be reluctant to create another executive arm. However, the Senate Interior Sub-Committee on Minerals, Materials, and Fuels has recommended that a new cabinet-rank Department of Mineral Resources be created. Legislation was introduced in both houses of Congress providing for such a department. While a department which handles all minerals would not have the advantages of a small independent agency or commission solely concerned with offshore leasing, there would undoubtedly be a well-coordinated national fuels and minerals program, with the backing of several members of Congress.

The importance of expressing our need for some relief on these leasing and operational problems is part of the battle, for as surely as the problems are man-made, so are the solutions. All that is needed is the answer to one basic question: Who owns what—and from whom are leases to be purchased? Without a harmonious answer from the individual states and the United States, all of us, as oilmen, individuals, and taxpayers, stand to lose!

- **Both state and Federal laws provide for negotiation to permit further leasing and drilling**
- **An "Offshore Commission" could be formed to expedite handling of Federal offshore matters**
- **Expressing the industry's need for some relief on these leasing problems is part of the battle**

THE AUTHOR

Sidney M. Groom Jr. is remarkably well qualified to discuss the latest developments in the tidelands ownership dispute between Louisiana and the United States. Until recently he was Manager, Outer Continental Shelf Office, Bureau of Land Management, Department of the Interior, in New Orleans. All of which means he administered offshore leasing for the United States in the Gulf of Mexico. In two years (1954-56) as office manager, he gained an insight into offshore legal problems.

Now an attorney for Magnolia Petroleum Company in Oklahoma City, Okla., Groom has also been a landman for The California Company, at Ardmore, Okla., and an attorney in the Solicitors' Office, Department of the Interior, Washington, D. C.

He holds a Bachelor of Science degree in Physics and a Bachelor of Laws degree from the University of Oklahoma.

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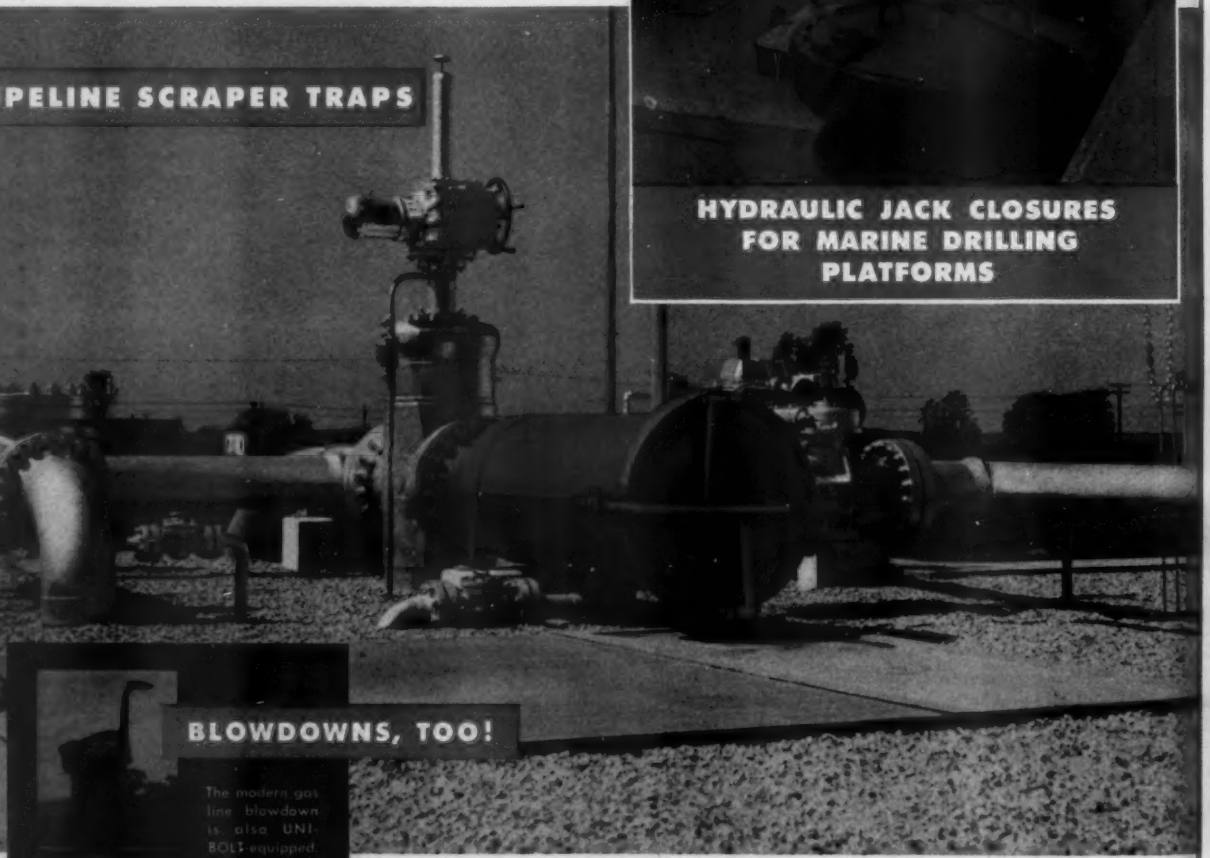

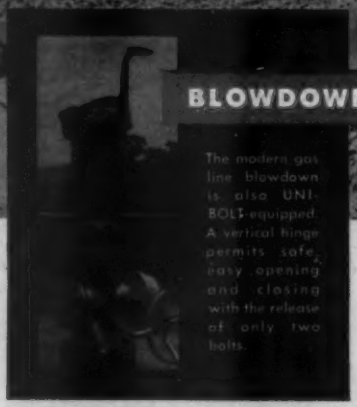

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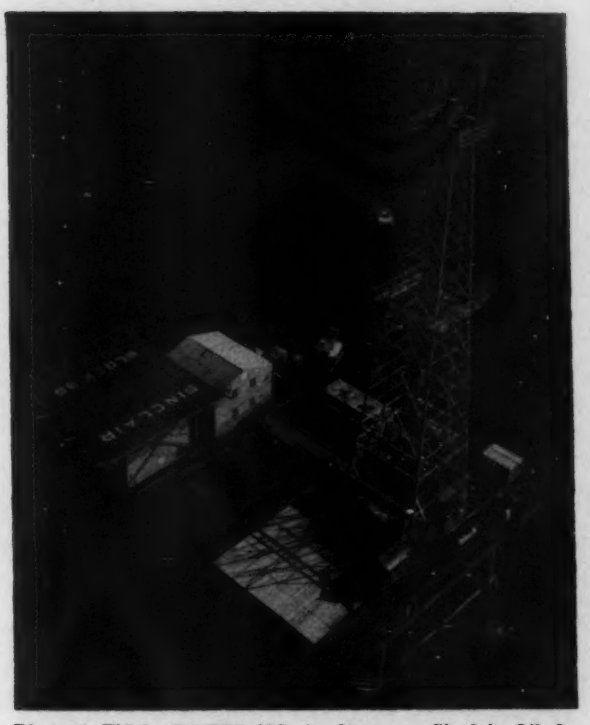
D-E Offshore Box Score			
Status	MU	DT	SC
Built	4	1	4
Being Built	6	2	1

MU: On a Mobile Unit; DT: On a Drilling Tender; SC: On a Self-Contained Platform.

Rimrock Tidelands' selection of power for Rig 3 shows trend toward . . .



Rimrock Tidelands' RIG NO. 3, shown on Sinclair Oil & Gas Company's platform in Block 86, South Timbalier.

Diesel-Electric Power Offshore

When Rimrock Tidelands, Inc., put its **Rig No. 3** into operation in the Gulf of Mexico, that action reflected the growing popularity of diesel-electric power for marine drilling. The 20,000-foot rig is one of four self-contained platform rigs to be so powered. It is currently drilling in 92 feet of water for Sinclair Oil & Gas Company in Block 86, South Timbalier Area, off Louisiana.

Rimrock Tidelands **Rig No. 1**, the company's other self-contained platform rig—which is diesel powered—recently brought in the Gulf's farthest-offshore oiler for Sinclair—in Block 175, Eugene Island Area, 43 miles off St. Mary Parish, in 87 feet of water.

The diesel-electric power system on **Rig No. 3** is "Rigelectric," assembled and installed by Stewart & Stevenson, of Houston, Texas. The 1,000-hp skid-mounted units make up the basic power package. Prime movers for each unit are four GM 6-110's which drive two 500-kw generators.

(continued on next page)

Drawworks for the Rimrock rig on Sinclair's Block 86 platform is a Brewster Model N-12. Control panel is on left, and driller has instant command of 1,250 horsepower for hoisting or 1,875 horsepower for driving the two Gardner-Denver mud pumps.

Main power for drilling is supplied by these eight GM 6-110's. The four generators are mounted between two rows of diesel engines. Partially shown in the foreground are the stationary mud pumps, each of which is driven by one 625-hp electric motor.

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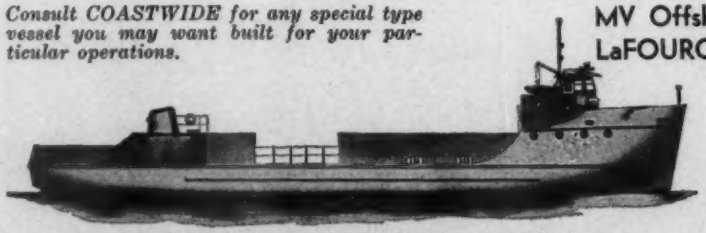

THESE VESSELS IN SERVICE WITH THE CALIFORNIA CO.

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Radio-telephone equipment in this communications center enables RIG NO. 3 to keep in touch with Rimrock land bases at Morgan City, Leeville, and New Orleans, La., as well as with company supervisory personnel in radio-equipped cars.

D-E Power Trend

(continued from preceding page)

Cables transmit electric power to:

1) Two 625-hp electric motors driving the Brewster N-12 drawworks. These motors are integrally mounted on the drawworks skid.

2) Two 625-hp electric motors driving the 18-inch mud pump.

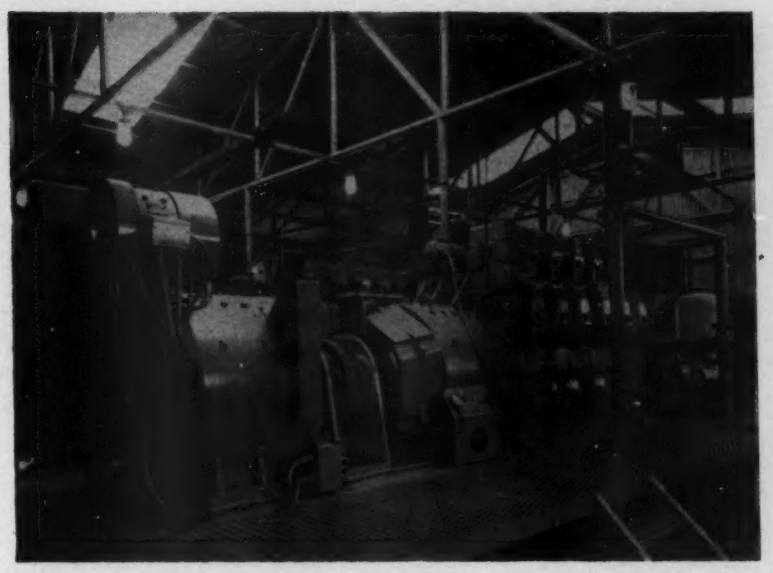
3) One 625-hp electric motor driving the 16-inch mud pump.

A 250-hp diesel engine drives a third mud pump. Two GM diesel-electric generator sets furnish auxiliary power.

No skidding problem . . . Advantages of diesel-electric systems are apparent when the rig is moved to any one of the platform's eight drilling positions. When the drawworks is skidded, so are its electric motors. Only the cable needs to be moved to a new position. The mud pumps are stationary for efficient manifolding.

Each motor driving the modified Brewster drawworks has its own input connection to the drawworks. The two-speed transmission, coupled with high and low drives at the drum, gives four hoisting ratios to supplement the infinite speed range possible with electric motors. Thus, the driller at the control panel has instant power at his fingertips—1,250 horsepower for lifting or 1,875 horsepower for pumping mud.

Other drilling equipment . . . The Brewster-built rig has a 140-foot Lee C. Moore derrick wtih a traveling string made up of a Brewster 500-ton traveling block, Web Wilson 450-ton Hydra Hook, and a Brewster 8-inch oilbath swivel. Also installed were a Parkersburg 60-in. hydromatic brake, Cameron 10-inch BOP, a Hydril accumulator, and a Link-Belt shale shaker.



The 6-cylinder, 850-hp Alco engines are skid-mounted with the main generators. The second engine-generator set on the Shoreline Drilling Company barge is partially shown in the background.

Alco Products issues

A Report On Four D-E Rigs

Six projects in 86½ drilling days was the record of one diesel-electric rig; none reported failures

Are diesel-electric power systems satisfactory for marine drilling? One manufacturer of diesel-electric "packaged" units, Alco Products, Incorporated, has issued a performance report on four of their two-engine "power packages" currently in use on marine rigs.

Alco states that all four, one of which has been in active service for more than one year, have provided continuous power for drilling without a single failure. Two units are owned by The Offshore Company of Baton Rouge, La., one by Bateman Drilling Company of New Orleans, and one by Shoreline Drilling Company, also of New Orleans.

Performance of units . . . The Bateman diesel-electric barge, **Henry Bell,** first spudded in on July 12, 1955. By May 3, 1956, this rig already had drilled seven wells totaling 70,855 feet, including three directional holes totaling 28,389 feet. The first six of the projects were drilled in 86½ days of actual drilling time.

About March 1, 1956, The Offshore Company began drilling operations with their first Alco unit, installed on **Rig No. 7**—a self-contained platform rig. By early June the rig had finished drilling its second hole. The second-two engine set was placed on their self-contained platform rig, **No. 21,** which left Morgan City, La., on August 7 to drill for Superior Oil Company in Block 102, Vermilion Area, off Louisiana.

Shoreline received their first diesel-electric power package, for **Barge No. 6,** in mid-January. By June 1, the rig had drilled two wells totaling 26,000 feet. It is currently drilling in Lake Ponchartrain, La.

Three additional Alco power sets will soon go into service. The Off-

(continued on page 32)

An over-all view of the Shoreline drilling barge which has drilled, since January, an 11,000-foot and a 15,000-foot well without a failure in the main power system of the rig.

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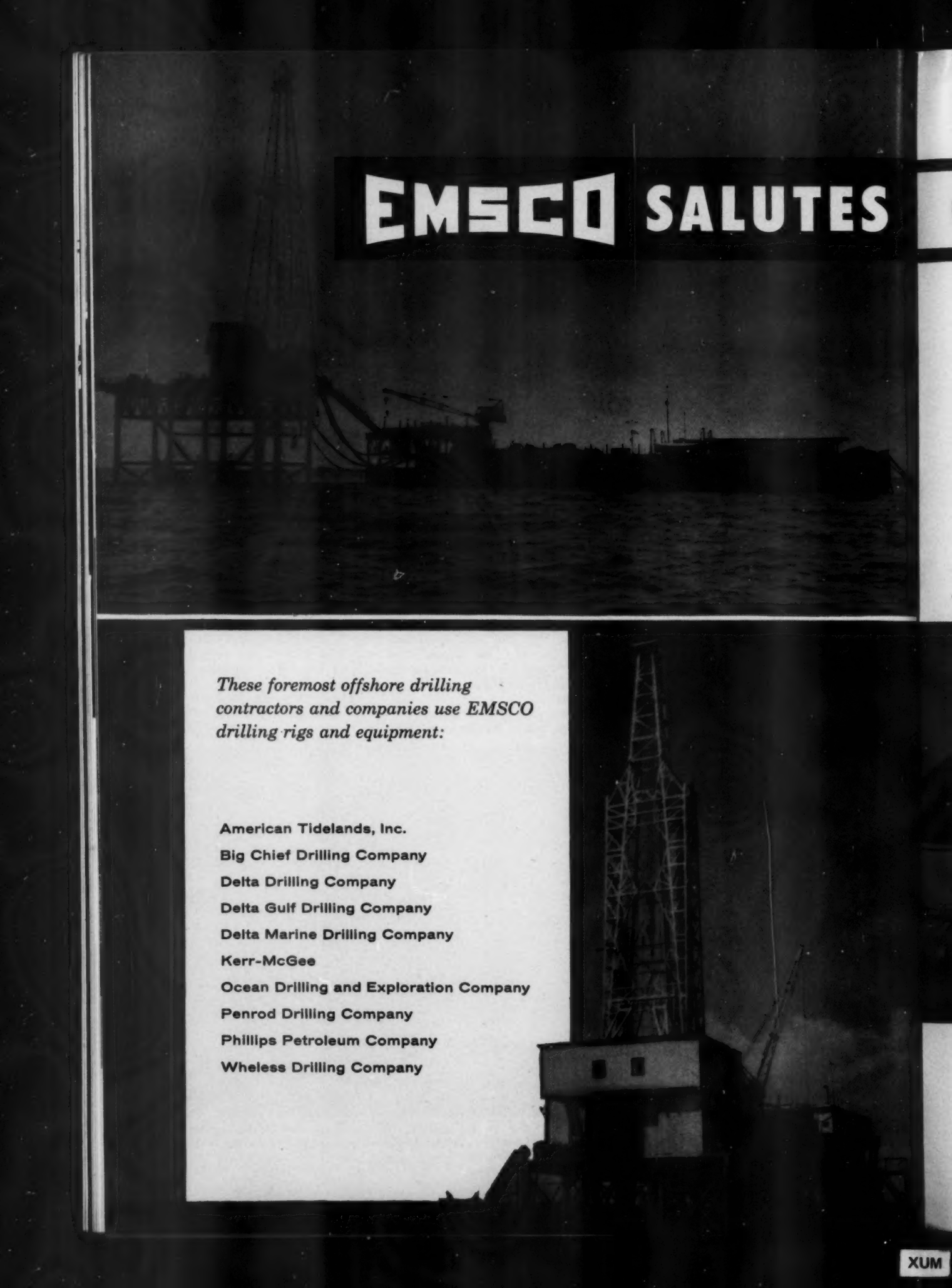

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Side view of the driller's position shows, at left, console with its controlling rheostats for the mud pumps; top center, instrument panel; lower center, back of the box containing indicator lights and control buttons.

Report on 4 D-E Rigs . . .

(continued from page 29)

shore Company has ordered another two-engine set for a self-contained platform rig, Rig No. 24, under construction at Morgan City. Delta Offshore Drilling Company of New Orleans is installing a three-engine power set on their new mobile unit being built by Avondale Marine Ways at New Orleans. Another three-engine set will go aboard Mr. Arthur, new mobile unit for Coral Drilling Company of Fort Worth and New Orleans. The drilling unit will be completed in late 1956 by Alabama Dry Dock in Mobile, Ala.

The basic diesel-electric unit . . . Alco's basic unit has two skid-mounted engine-generator sets, a 1,370-hp drawworks drive assembly, two 600-hp mud pump drive assemblies, all with complete electrical controls. The diesel engines which power the main generators and exciters are 6-cylinder, 251-B models of 850-hp each. These constant speed engines also drive auxiliary generators which furnish electric power for motor excitation, the control system, and blower motors. The two engine-generator sets can be used interchangeably.

Skid-mounted drawworks drive motors, as seen looking toward the rear of the drawworks. This is part of the diesel-electric system on Shoreline's barge.

Just 85 days from

Landlubber to Marine Operator

Deepwater Exploration Company ventures into the Gulf with diesel-electric drilling tender, "Deepwater No. 1"

When Deepwater Exploration Company decided to go offshore, they "flat got after it"—to use an old oil field phrase. In 85 days the idea for a drilling tender and a fixed platform was translated into physical reality. This is how it was done.

Earlier this year the Deepwater Exploration Company was formed by Anderson-Prichard Oil Corporation and Climax Molybdenum Company, with Bert Bock (president) and Hugh Hester (executive vice president). A deadline for the completion of a tender was set and then sleeves were rolled up.

Deepwater retained Friede & Goldman, naval architects, to draw up specifications for conversion of the former LST M. V. Excello to a drilling tender, with Arthur J. Darden as supervising architect. Within ten working days, the plans were ready.

While the plans were being drawn up, Bock and Hester were not idle. They ordered 20,000-foot drilling machinery from National Supply Company, the fixed platform from J. Ray McDermott of New Orleans, the diesel-electric power system and controls from Stewart & Stevenson, Inc., of Houston, a 25-ton whirley crane from Link-Belt Company, and checked shipyards for a builder.

When plans were completed, Deepwater executed a contract with the Gibbs Corporation of Jacksonville, Florida. Gibbs proceeded to do the conversion job of the tender in the short span of 75 working days.

The vessel, Deepwater No. 1, was christened by Mrs. Hugh Hester. It will drill a 14,000-foot wildcat test on a lease in Block 39, West Cameron Area. Anderson-Prichard is seeking U.S. permission to drill the test, which is in disputed territory. State permission has already been obtained. Bonus and rental money on the lease were paid to both governments. (See story page 39-40)

Tender dimensions . . . Deepwater No. 1 measures 328 feet overall and has a beam moulded of 50 feet, depth at midship of 25 feet, draft loaded of 12½ feet amidship.

Close-up of the aft of DEEPWATER NO. 1, showing the underside of the helicopter deck. The tender was built in 75 working days.

It can accommodate 44 men. All living quarters and offices are air-conditioned. A large helicopter deck has been mounted aft.

The vessel meets the classification requirements and inspection of the American Bureau of Shipping and the rules and inspection of the U.S. Coast Guard and the U.S. Public Health Service as a certified non-propelled drilling tender.

The total investment in tender and platform is approximately $3 million.

Gibbs Corporation executives greeting out-of-state guests at the Jacksonville, Fla., airport. Left to right are Rear Admiral W. D. Brown USN (ret.), Willard Waters, and D. W. Jackson, all of Gibbs; J. Monroe of National Supply; B. V. Bock of Deepwater; Mrs. Bock; E. Paramour of Halliburton; J. C. Craig of Continental Oil; G. D. Almen of Sinclair; W. R. Harpst of Shell; K. R. Joynt of Magnolia Petroleum; and M. Wilmot, of Gibbs.

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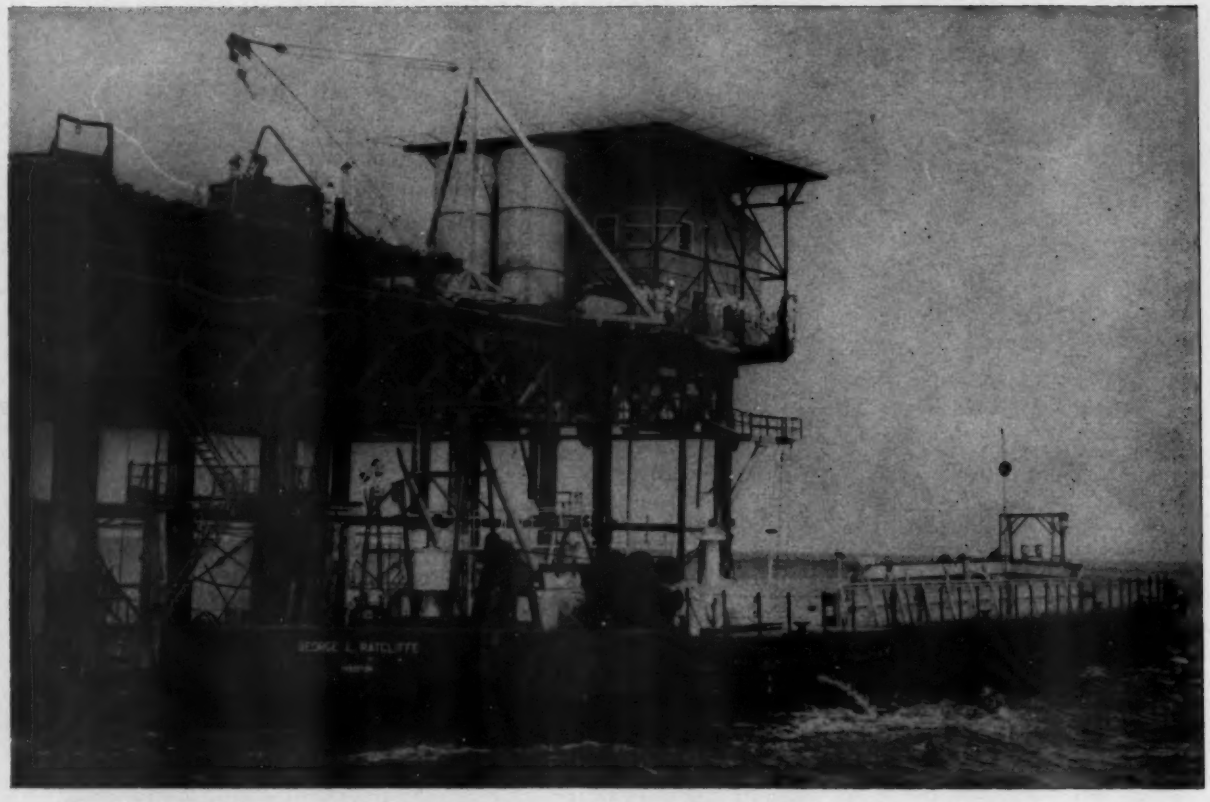

MR. GEORGE delivers dry bulk Baroid as men on the bulk storage tanks check flange of the delivery hose.

New mud delivery vessel

Baroid's "Mr. George"

A unique new offshore drilling mud delivery vessel is now in operation servicing drilling rigs in the Gulf of Mexico off the Louisiana coast.

The vessel, officially christened the **George L. Ratcliffe** but called "Mr. George" by its owners, was built by Baroid Division, National Lead Company, as part of an expansion program aimed at providing more complete facilities and faster, safer mud delivery to drilling operations in the Gulf. The vessel is named after George L. Ratcliffe, recently retired founder of the Baroid Division.

After a successful series of shakedown and trial runs, **Mr. George** made its first delivery to a well 12 miles off the Louisiana coast. Subsequent deliveries that have been made involved as much as a 120-mile round trip in the Gulf of Mexico.

Dimensions and payload . . . Designed by Baroid engineers and built by Port Houston Iron Works of Houston, Texas, **Mr. George** is 196 feet long, 42 feet wide and 12 feet deep. The vessel has a payload capacity of more than 1,500 tons. Products carried can be divided to give 1,000 tons of bulk Baroid plus all normally required bagged mud material. **Mr. George** carries Coast Guard Customs Registration and Star A-1 American Bureau of Shipping certification.

Operation . . . **Mr. George** is towed to the vicinity of the offshore rig by a deep-sea tug equipped with radar, ship-to-ship and multi-channel marine radios. **Mr. George** carries ship-to-ship and FM radios, so that

"Mr. George" will —

- **Weigh, ticket dry bulk Baroid in 2,500-lb. batches**
- **Pump over a ton of mud into rig's storage in less than two minutes**
- **Have as "home base" a new marine terminal with largest mud warehousing facilities**

communications can be maintained at all times between the supply vessel, tug, drilling rig and land base.

The tug is manned by experienced deep-sea operating personnel. **Mr. George** is under the command of Captains D. A. Smith and W. F. Nesser—both licensed ship masters with wide experience in deep-sea operations.

Upon approaching the offshore rig, the tug casts off its lines and **Mr. George** operates under its own power to make the final approach, maintain position, and make mud delivery.

Approach . . . Final approach to an offshore drilling rig involves the use of two systems.

Using the first system, one or both of the two 6,000-lb. cruiser anchors located fore and aft of the vessel is dropped. Each anchor is handled by a power winch capable of a 50,000-lb. line pull. Using the second system, the multi-speed propulsion units located fore and aft are used to come into final position and hold this position while deliveries are made. Normally, one propulsion unit is set to counteract the current and the other to hold the anchor lines in proper position.

Propulsion . . . Propulsion is furnished by two 100-hp 4-speed 440-volt electrically driven Murray & Tregurtha outboard units. These units drive 54-inch diameter by 30-inch pitch propellers at speeds up to 352 rpm. They are unique in that each propulsion unit can be independently rotated 360 degrees and is reversible. Each has four speeds forward and three in reverse. The units are cylinder-mounted in wells on bow and stern, and may be raised or lowered according to the water depth in which the vessel is operating.

Mr. George is capable of making six knots per hour under its own power.

Delivery . . . When **Mr. George** is in position alongside a drilling rig at sea, a dragline bucket scoops up bulk mud from the V-shaped hold

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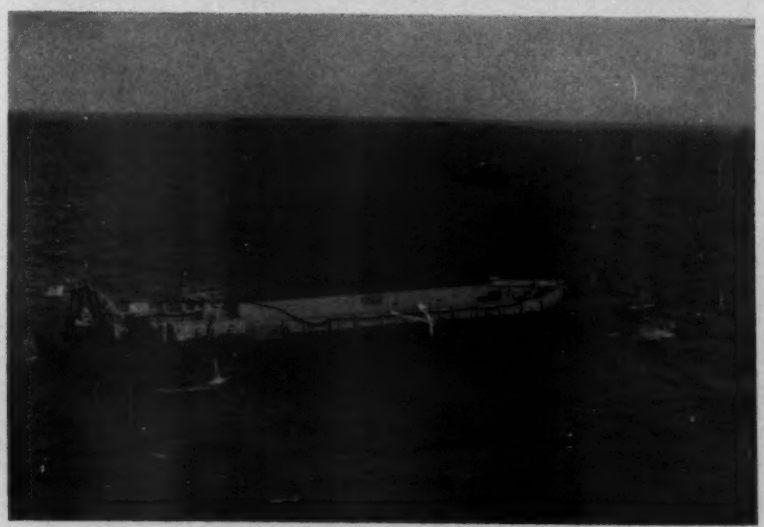


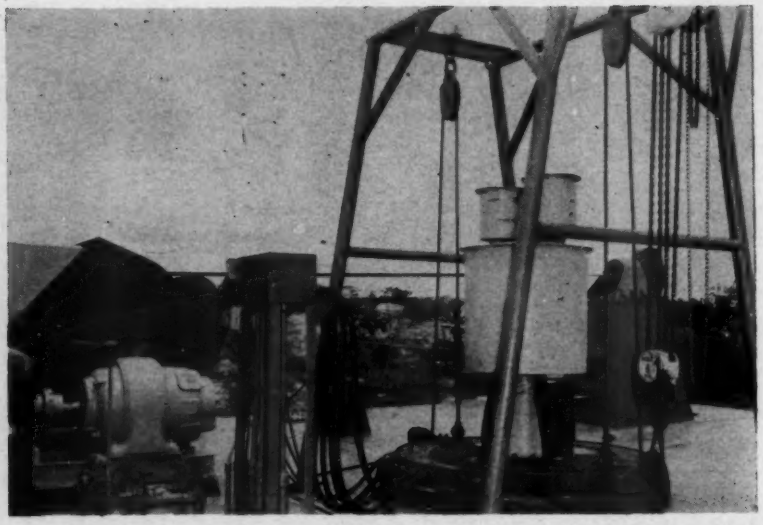
From bow of MR. GEORGE, top, Capt. Dayton A. Smith signals tug to cast off as rig is approached.

MR. GEORGE, center, approaches rig under its own power. Boom will pick up 150-ft. delivery hose through which is pumped dry bulk mud (see opposite page) at rate of 2500 lbs. in less than two minutes.

After delivery, bottom, MR. GEORGE backs away from rig.

XUM

Unusual propulsion units aboard MR. GEORGE are cylinder-mounted on bow and stern, and may be raised, above . . .



. . . or lowered according to water depth in which vessel is operating. Each electric driven unit may be independently rotated 360 degrees and is reversible. Each has four speeds forward, three in reverse.

MR. GEORGE . . .

(continued from preceding page)

and delivers it to the pneumatic pump hopper, where it is weighed. A relay shuts off the flow of mud between compartments of the hopper when a weight of 2,500 pounds has been obtained. A heavy-duty 4-inch ID rubber hose is picked up by the rig crane and the end of the hose put into rig bulk tanks. Actual delivery then begins, and the dry Baroid is pneumatically pumped to the rig storage—a system much like the Navy method of refueling ships at sea. This discharge rate is 35 tons per hour, and a weight ticket is printed for each 2,500-lb. batch of Baroid delivered.

The air leaves the mud quickly as it flows into the storage tanks, and the mud weighs about 125 pounds per cubic foot in only a few seconds. This is comparable to the space taken up by bulk mud when transferred by screw conveyor from a truck to a stationary hopper.

When palletized products are delivered, the rig crane drops its line with pallet hooks or sling attached and hoists the material aboard.

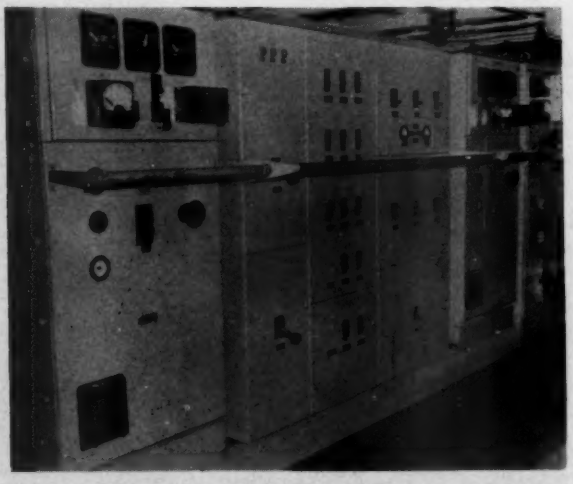
Power . . . All equipment aboard **Mr. George** is operated electrically by power generated by diesel engine prime movers. Two 250-kw Fairbanks-Morse generators are powered by two 400-hp Buda Model 2505 direct-connected diesel engines. A 75-kw D-1300 Caterpillar diesel-electric generator provides auxiliary power. The propulsion units will operate on any engine-generator combination.

Auxiliary equipment . . . Auxiliary equipment includes a 60-hp 1-yard Sauerman dragline scraper unit, for handling bulk Baroid in the hold; a 75-hp Ingersoll-Rand 315 cfm 100 psi compressor; Kennedy Van Saun 50 tph 100 psi pneumatic bulk pump; and a Weighing Components Co. 0-4000-lb. pneumatic weighing recording and printing scale system.

Mr. George is also equipped with a 7½-hp American Air Filter Roto-

(continued on page 66)

Kennedy Van Saun pump is mounted in special fixtures to enable weighing bulk mud in 2,500-lb. batches. Each batch is ticketed and pneumatically blown through delivery hose to rig storage tanks.



Nerve center of MR. GEORGE consists of generator and distribution switchboards. The vessel's equipment is all electrically powered and generators are equipped with automatic synchronizers.

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FACTORY PARTS AND SERVICE—PROMPTLY

Pictured at the right is a MECO Model PES400K Thermo-Compression Water Distillation unit operating on a large derrick barge that is employed in offshore work. This 400 GPH distillation unit is a dependable, economical, continuously operating source of pure fresh water. This user, as well as the owners and operators of all MECO units in the Gulf of Mexico, realize that the factory's complete stock of parts, as well as trained service men, are available within a few miles of offshore operations, whenever needed. MECO distillation units are manufactured in sizes and types to meet most requirements.

400 GPH—Floor area occupied: 65 sq. ft.

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Little Progress Seen in Louisiana-U.S. Dispute

- **U. S. Supreme Court injunction remains in effect.**
- **Drilling crews in disputed area hard hit by ban.**

An agreement was still not in sight two months and several meetings after the U.S. Supreme Court banned further drilling and leasing in the disputed zone off Louisiana. Indications were the Court will probably reconvene before an agreement is reached.

The only compromises made by late August were made by the oil companies, who were busy trying to keep too many rigs from shutting down, arranging for some moves to undisputed leases, and maintaining equipment idled by the ruling.

Hardest hit by the ban were drilling crews which operators were unable to transfer to other jobs ashore. One report said that service companies were being contracted on a standby basis. There was some indication that shipyards would benefit by any shifting of operations seaward.

Legally Speaking . . . The situation had boiled down to this: Louisiana was willing to allow drilling now, talk about leasing later; the United States wanted both to continue, and complained that Louisiana had failed to make clear what conditions had to be met before the state would validate leases already issued by the Interior Department.

Meanwhile, operators refuted statements minimizing the difficulties of shifting drilling operations to undisputed areas. A statement by State Conservation Commissioner John Hussey, that not a single rig need shut down, was greeted with violent disagreement. By mid-August four tenders were out of operation. Other tenders had been shifted to Texas waters.

For negotiating purposes . . . The state had divided the area off Louisiana into three zones:

Zone 1, from the coastline to three miles out, which both sides agree the State owns.

Zone 2, from three miles out to three leagues beyond the line where navigation regulations change from international rules to inland rules. Both sides want this area, which is 40 miles across at one point.

Zone 3, all acreage seaward of Zone 2. Both sides agree the U.S. owns this area.

A drilling report on August 20 showed 11 rigs drilling in Zone 1; 31 drilling in the disputed Zone 2; and 7 drilling in Zone 3. This does not include equipment being moved or operations waiting on potential.

Operators pointed out that Zone 1 was the scene of early offshore drilling, and had few promising untested structures. Moves to Zone 3 would be slow because drilling platforms for the deeper water must be specially fabricated. Construction of a specific platform takes from 3 to 6 months. One oilman said a rush to build more deep water platforms would increase shipyard business. The Zone 3 leases have several years to run before they expire, so operators are reluctant to drill them before touching more critical leases.

Financially . . . State and Federal governments actually stand to make money over a prolonged ban. Many of the leases in Zone 2 were bought when bonuses averaged $5 per acre; lease bonuses averaged $400 per acre in the latest U.S. sale. If the drilling ban continues many of the disputed Zone 2 leases could expire before they can be drilled. The blocks can be leased again at a later date, but oilmen will have to pay higher bonuses at that time.

Several times Louisiana and U.S. officials have expressed hope for an early agreement. After a Washington, D.C. conference in early July an Interior spokesman reported both groups to be satisfied substantial progress had been made. However, a U.S. proposal drafted after the meeting was termed unsuitable by Louisiana officials, who said it

(continued on next page)

Operators Ask Quick Settlement

After months of neutrality in the U.S.-Louisiana tidelands dispute, offshore operators have appealed to both sides for an agreement which would lift the present drilling ban.

On July 24, in New Orleans, representatives of companies holding most of the acreage now leased off Louisiana drafted a letter to four key officials, appealing for an early settlement.

The letter said, in part, "To avoid the serious dislocation and financial loss which will inevitably occur by the continuance in effect of this injunction (by the U.S. Supreme Court on June 11) we urge you to enter into a stipulation which will grant immediate relief to the industry and the public in this situation. We respectfully submit that this can be satisfactorily accomplished by the filing at this time of a stipulation covering two points on which apparently no controversy exists between the U.S. and the state of Louisiana. These points are:

1) That the injunction be modified to permit the resumption of drilling under existing leases.

2) That all future payments accruing under these leases be deposited in escrow pending the final settlement of adjudication of the controversy between the United States and Louisiana.

The letter was sent to U.S. officials Fred A. Seaton, secretary of Interior, and Herbert Brownell, Jr., attorney general; and state officials William G. Helis, Jr., chairman of the Mineral Board, and Jack P. F. Gremillion, attorney general.

Signing the letter were: Humble Oil & Refining Company, Continental Oil Company, Union Oil Company of California, Shell Oil Company, The Superior Oil Company, Magnolia Petroleum Company, Phillips Petroleum Company, The California Company, J. Ray McDermott Inc., Cities Service Oil Company, Tidewater Oil Company, Newmont Oil Company, Inco Oil Company, Gulf Oil Corporation, Sinclair Oil & Gas Company, Seaboard Oil Company, Placid Oil Corporation, The Kerr-McGee Oil Industries, Inc.

Separate letters agreeing with the group's letter were sent by The Pure Oil Company, The Ohio Oil Company, and The Sun Oil Company.

XUM

Louisiana-U. S. Dispute . . .

(continued from preceding page)

omitted several points agreed to in the meeting.

Unsuccessful meeting . . . In early August another two-day meeting in Washington ended abruptly, with both parties unenthusiastic about the results. Louisiana officials said after the meeting that they had agreed to waive an earlier request that oil companies put up cash or its equivalent to assure the state prompt payment of back royalties or lease monies for tracts the Supreme Court may declare state property. The state also agreed to impounding only future money, with the proceeds going to the U.S. Treasury instead of a separate escrow fund. State Attorney General Jack P. F. Gremillion said a Louisiana offer of a stipulation that drilling continue in the disputed area, but no further leases be issued pending Supreme Court adjudication, was "flatly turned down" by the U.S.

J. Reuel Armstrong, solicitor for Interior, said the impasse occurred when Louisiana representatives failed to make clear what additional requirements might be imposed on the present holders of Federal leases before the State would validate the leases.

Discussing the Louisiana suggestion for permitting drilling now, which he said was made after the meeting adjourned, Armstrong said "We do not regard as practical and in the best public interest a plan that deals only with one phase of the over-all problem."

Louisiana representatives insisted that the terms of the validation which they wanted in the agreement gives Louisiana the same protection as the United States has under the Outer Continental Shelf Lands Act. The Louisiana request was that the U.S. Bureau of Land Management would validate leases taken from the state of Louisiana, on terms and lease forms provided by the U.S. government. Louisiana would in turn validate leases taken from the Federal Government in state terms and on state lease forms.

A proposal which would allow drilling in a limited number of disputed tracts was still not acted upon by the U.S. in late August. In July, Anderson-Prichard Oil Corporation received state approval for drilling in six leases in the West Cameron Area. Bonus and rental money on the tracts had been paid by both govenments. Acting on the Anderson-Prichard request, Louisiana's State Mineral Board also set up machinery for permitting drilling in other leases in the same category. The California Company has eight such dual leases, and is expected to seek similar permission.

At the same meeting, the Mineral Board outlined 16 other lease categories for which arrangements could be made.

Awaiting U.S. action, Anderson-Prichard had already staked a wildcat in Block 39 and arranged for use of a newly converted drilling tender, Deepwater No. 1.

Oilfield Hauling . . . at Sea

The 120-ft. FLOOD TIDE, left, is one of five big supply vessels serving the offshore industry.

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The service of experts

EBB TIDE

FLOOD TIDE

HIGH TIDE

GULF TIDE

RIP TIDE

When drilling a well at sea, an oil company depends on the service of experts . . . for just the right drilling mud, for well-logging, for directional engineering. Offshore transportation is equally important to a drilling operation at sea, remote from shore-based services and supplies. That's why so many operators call first for Tidewater Marine.

Round-the-clock service is assured by Tidewater's experienced personnel, and by the finest fleet of supply vessels in the Gulf. These include the 120-ft. EBB TIDE, 130-ft. HIGH TIDE, 130-ft. GULF TIDE, 120-ft. FLOOD TIDE and 120-ft. RIP TIDE . . . boats big enough, and tough enough, to go out and stay out in any kind of weather.

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Alabama

Alabama Lease Sale Has Two Successful Bidders

Only two of 81 submerged tracts offered by the Alabama Department of Conservation were sold in Alabama's lease sale of August 3. This means 7,722 acres out of a total of 337,324 acres were leased.

In an earlier sale on August 1 three tracts in the Delta Area, totaling 6,838 acres, were sold. Twelve Delta tracts totaling 25,056 acres had been offered.

August 1 offerings for Delta Area tracts accepted by the State of Alabama were:

Tract No. 2, 2,432 acres, leased by The California Company for $6,444.80 cash bonus and $2,432 annual rental.

Tract No. 3 2,451 acres, leased by The California Company for $6,495.15 cash bonus and $2,451 annual rental.

Tract No. 6, 1,955 acres, leased by The California Company for $9,090.75 cash bonus and $1,955 annual rental.

Three bids were also received from Humble Oil and Refining Company, two of which were rejected as being insufficient. The third bid, for $7,900, was on Tract No. 6, which was awarded to The California Company.

August 3 bonus offerings accepted by the State of Alabama were:

Upper Mobile Bay

Tract No. 11, 3,307 acres, leased by Seneca Development Company for $7,606.10 and $3,307 annual rental.

Lower Mobile Bay

Tract No. 79, 4,415 acres, leased by Seneca for $5,298.00 cash bonus and $4,415 annual rental.

An additional bid was received from Seneca but was rejected as insufficient.

California

Los Angeles Harbor Drilling Permits Asked by 2 Firms

Edwin W. Pauley and Standard Oil Company of California have made applications to drill on 3,200 acres of Los Angeles harbor lands. The requests were referred to the City's Land and Leasehold Committee. The companies were later informed by the Board of Harbor Commissioners that it would not act until more data is received.

Included in Pauley's "wildcat" application for 2,400 acres were the southern part of the harbor's San Pedro District and all Outer Harbor from Cabrillo Beach to the breakwater, and easterly to the Long Beach city line. The company deferred royalty payment offers until later.

Standard of California applied for drilling permits for 800 acres, from West Basin to Fish Harbor and from the San Pedro District waterfront to Terminal Island. SoCal offered to pay the Harbor Department $40,000 annually for five years with a 32 to 50 percent royalty applied against annual payment. Excess royalty would accrue to the Harbor Department.

Largest Core Hole Barge Being Readied for CUSS

The West Coast's largest core drilling barge is being readied for offshore operations. The vessel is under lease to the CUSS group, of which Union Oil Company of California is operator. Other CUSS members are Continental Oil Company, The Superior Oil Company, and Shell Oil Company. The former YFNB will start exploratory drilling within two months when conversion is completed at its San Pedro, California, dry dock.

Drilling equipment on the barge indicates it is capable of drilling to 8-10,000 feet with 4½-inch drill pipe.

Net Offshore Allowables Cut by About 10 Percent

Louisiana cut its net offshore allowables by 12,000 barrels per day (about 10 percent) starting September 1. The reduction, State Conservation Commissioner John B. Hussey stressed, is only a temporary meas-

(continued on next page)

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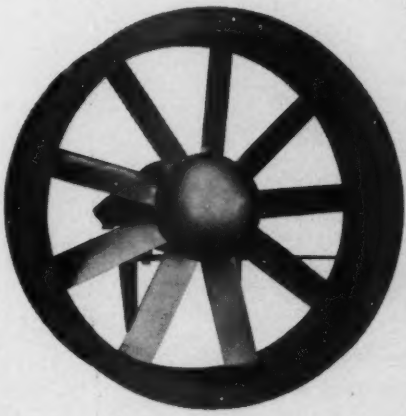

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XUM

(continued from preceding page)

ure. It will be done in the following manner.

1) Offshore well allowables are now 1½ times those for corresponding inshore wells on the same depth bracket. (They had formerly been rated at twice those for corresponding inshore wells.)

2) The new allowable formula applies to state, federal, and disputed area wells alike.

3) Dually completed well allowables in different sands remain 1½ times the single well allowable.

Actually, the gross allowable cut is 20,000 barrels per day but there are 8,000 barrels of new production, which leaves the net figure of 12,000 barrels.

Any increased demand for oil would be satisfied by the inshore fields that were cut back to make way for new discoveries. Total production inshore will be increased about 1 percent over August.

Hussey firmly stated that the offshore slash had no connection at all with Louisiana's dispute with the federal government, and added that the whole question of offshore allowables was undergoing a thorough reexamination.

Deep Water Canal Across S. Louisiana Is "Feasible"

A projected $140 million ship channel across South Louisiana was pronounced feasible by H. N. Harrison, Jr., engineer for the Louisiana Department of Public Works. The fresh water canal for deep sea ships would run from the Atchafalaya River at Morgan City to the Calcasieu River south of Lake Charles.

Washington, D.C.

Suez Crisis New Argument For Stopping Land Grabs

The Suez crisis and the consequent threat to the nation's oil supply has become a factor in an intra-governmental battle between the Defense and Interior departments, with 35 million acres off the Texas and Louisiana coasts remaining the prize. The blow-by-blow account of these early rounds runs something like this:

DEFENSE: In the interest of national security and defense, we need 35 million acres for air-to-air gunnery practice and missile ranges.

INTERIOR: This would place the last great untapped oil reserve off-limits to the drill bit. With the Suez crisis in the Middle East, we need an insured reserve of oil to meet any emergency.

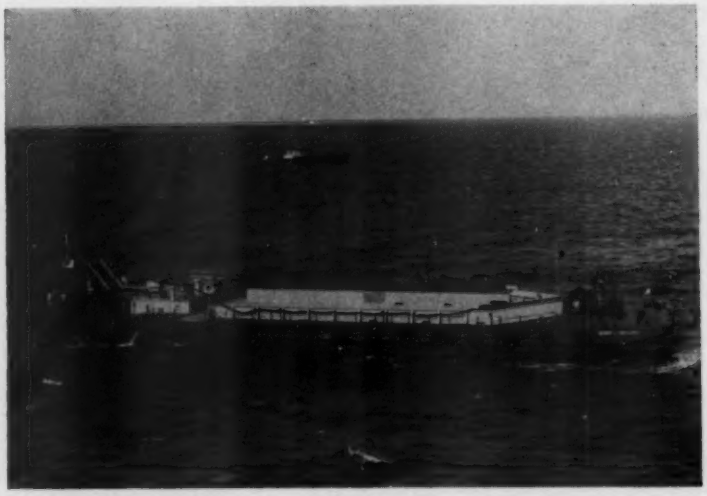
DEFENSE: We need 19 million acres for a gunnery and missile range right now, and we'll need another 16 million acres later.

INTERIOR: The military already have 25 million acres of public lands, and have requested an additional 8 million acres, exclusive of their bid for Outer Continental Shelf acreage in the Gulf of Mexico.

DEFENSE: The Navy has the right, under the Submerged Lands Act, to drill for oil.

INTERIOR: The Navy does not have general authority anywhere and at any time. They are trying to use an old law to give Congress a built-in directive.

THE DECISION: A draw. The judges (in this case, Congress) adjourned before announcing the legislative victor. The apparent draw may well have to be resolved by the referee-in-chief (in this case, President Eisenhower).



A salute to

"Mr. George"

. . . from the builders of Baroid's unique new offshore mud delivery vessel

Built by Port Houston Iron Works, Inc., Houston, Texas, Baroid's unique new offshore mud delivery vessel MR. GEORGE has gone into operation servicing drilling rigs in the Gulf of Mexico off the coast of Louisiana.

MR. GEORGE measures 196' x 42' x 12', and has a payload capacity of more than 1500 tons of bulk Baroid. Built for rugged sea duty, MR. GEORGE has already made deliveries to marine rigs involving as much as a 120-mile round trip into the Gulf.

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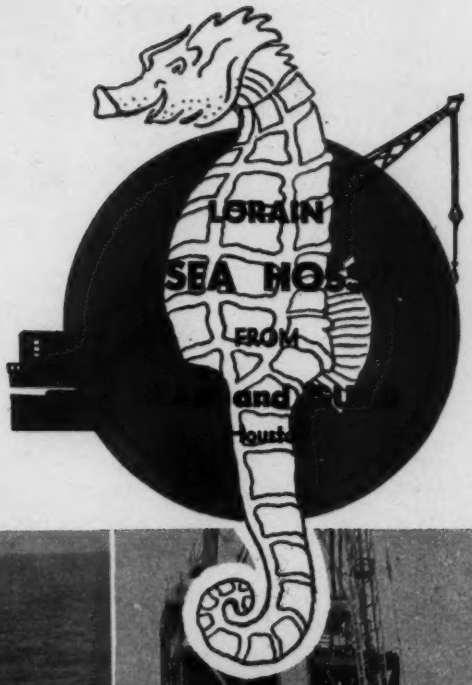

Above are a few of the many cranes installed by Head and Guild on offshore platforms and drilling tenders. Cranes from 10 to 60 ton capacity, engineered exclusively for offshore work, are available through Head and Guild. When emergency service is needed, a company-owned airplane can be dispatched immediately. All service is on a 24-hour-a-day basis, 7 days a week.

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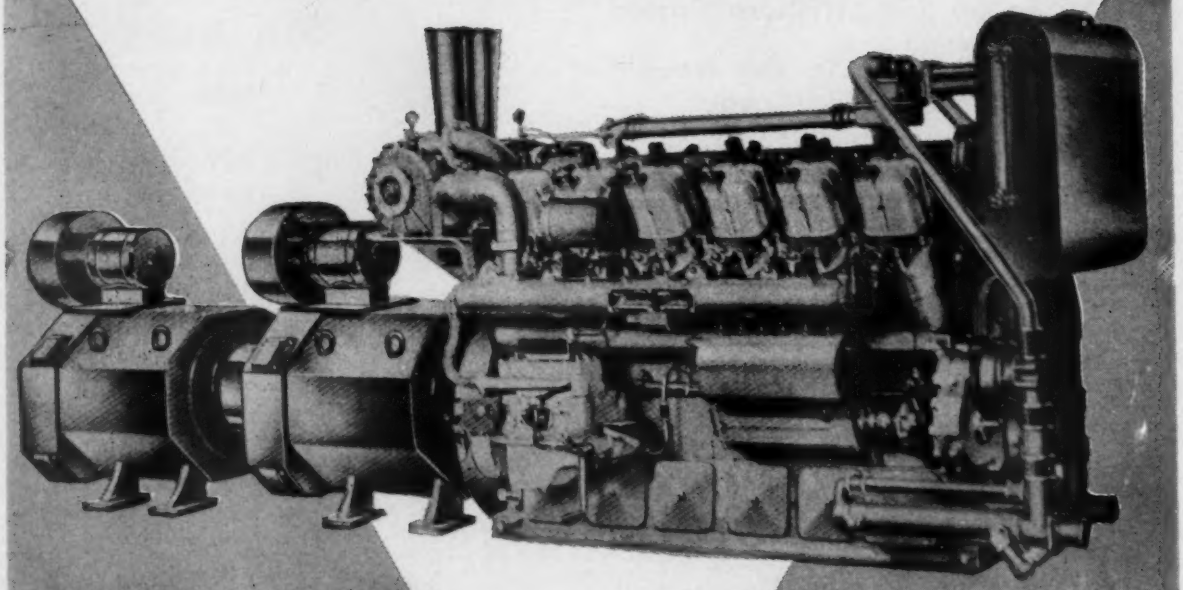

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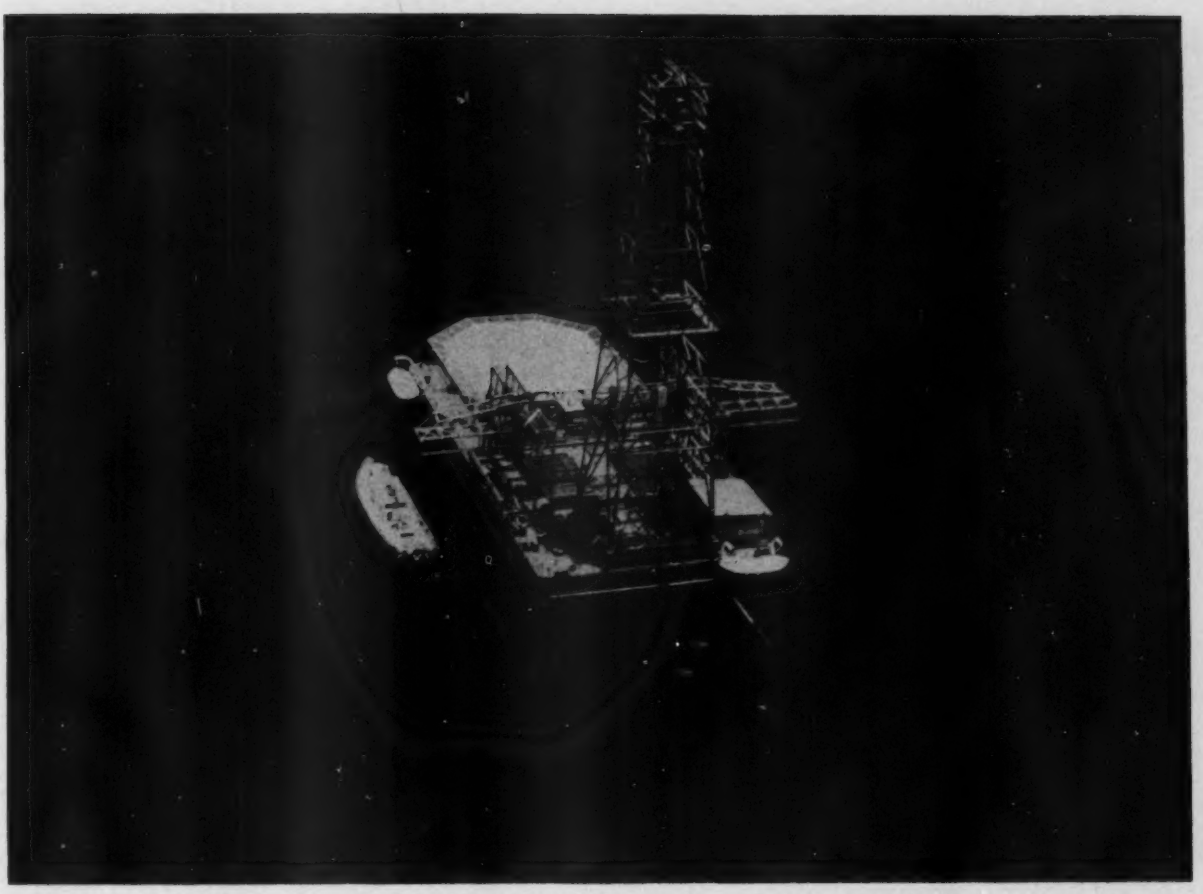

Built by Avondale Marine Ways of New Orleans, The California Company's S-55 is one of the largest mobile units.

The California Company's

Drill Barge S-55

THIRTY minutes of the one-hour flight by helicopter from Venice, Louisiana, to the Main Pass Area—where The California Company's mammoth drill barge S-55 was on location in the newly opened Main Pass Block 40 field—is over alligator-frequented flats. These flats bound the sluggish Mississippi on its last 40 miles to the sea.

This writer counted a dozen or more alligators, clearly visible in the shallow lagoons and lakes, from a low-flying helicopter. Myriads of birds roosted on shallow-water production platforms along the way.

Leaving the swamp area, the flight takes you out over open water beyond the mouth of the river. Drilling installations dot the sea on all sides.

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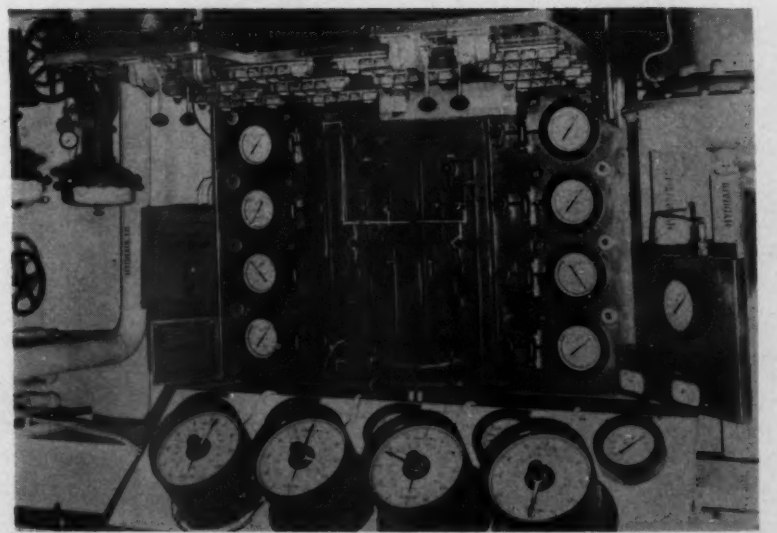
By ARTHUR I. COYLE
Technical Editor



Henschel instruments in central control station are used for lowering or raising the mammoth drill barge. Controls are automatic, may be operated manually.

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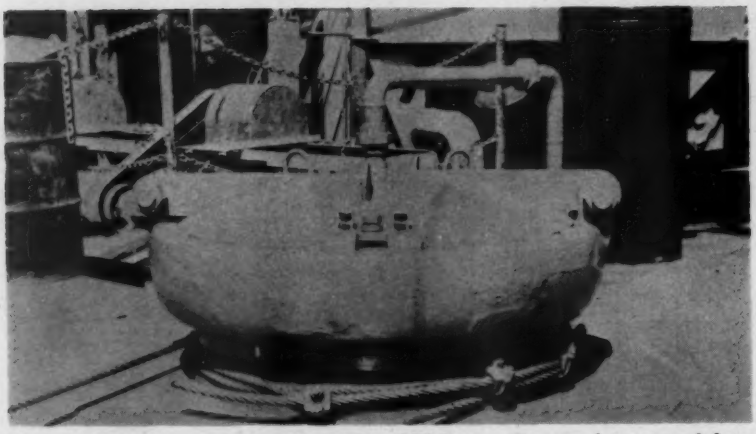
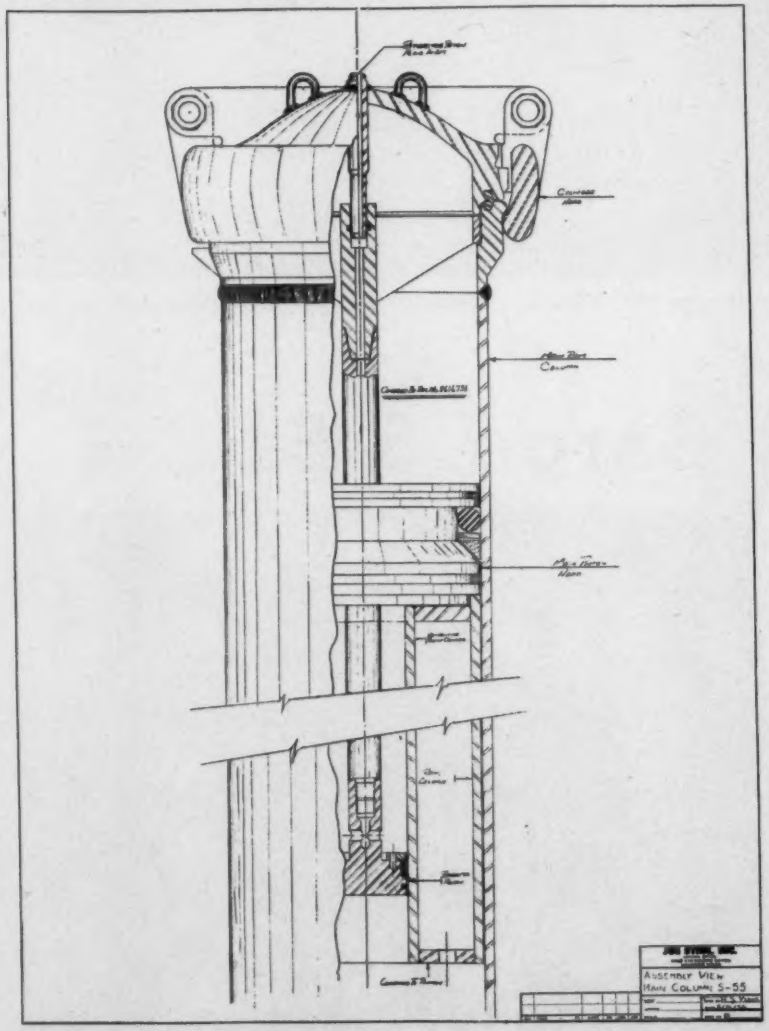
Mammoth submersible-type mobile unit drills a field opener on first location in the Gulf



Unibolt blind flange coupling from Thornhill-Craver Co. may be removed from top of 98-ft. column to gain access to Joe Stine, Inc., hydraulic jack. The huge jacks operate in positioning pontoons on Calco's S-55.



Drawing of Joe Stine, Inc., ram-type hydraulic jack. On the S-55, two such rams handle each positioning pontoon.

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There are numerous giant production platforms. Dimly visible in the haze to the southeast, and about seven miles away, was the S-55. The main Pass Block 40 field, where the S-55 was on location, is about 18 miles from where the Mississippi empties its muddy waters into the Gulf.

As the 'copter flew nearer, the leviathan drilling structure and 140-foot derrick towered above the waves. The unit's size was even more apparent as the company's Sikorsky helicopter settled slowly down on the spacious landing deck. The 'copter deck is large enough for a basketball court and serves as the roof of the two-story living quarters.

First Time Out . . .

S-55 completed a rank wildcat as a small gas producer its first time out. The strike is Calco's No. 1 Louisiana State Lease 1262 (OCS 0373), which flowed at the rate of 3.3 million cubic feet daily through perforations between 3,478-88 feet.

Nearest production to Calco's discovery in Block 40 of the Main Pass Area is the Main Pass Block 69 field—12 miles southwest.

The S-55 is one of the largest mobile drilling units now in operation. The drilling deck, housing living quarters, supplies and drilling machinery, towers 78 feet above the lower hull.

Lower section . . . The lower section, or hull, of the S-55, measures 190' x 150' x 12 feet. A three-foot skirt, extending all around the hull, helps to prevent scouring. The bow of the hull is hinged to form a rake when towing. The hull and drilling deck are separated by 10 hollow steel columns. Eight columns—four on each side — are 42" in diameter. The two center columns are 60" in diameter.

(continued on page 48)

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Map showing possible future marine oil provinces, by water depth, of the Gulf of Mexico and Caribbean is approximately 44 inches by 28 inches. Contour depths from 0-10 fathoms, 10-20 fathoms, 20-30 fathoms, 30-100 fathoms are shown in graduated shades of blue.

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These alligator-frequented flats bound the sluggish Mississippi on the river's last 40 miles to the Gulf of Mexico.

Cleaver-Brooks waste heat evaporator aboard S-55 has maximum capacity of 600 gph. Unit makes potable water from sea water.

Calco's S-55 . . .

(continued from page 46)

Pump room . . . In the center of the lower hull is the pump room, which houses the electric-powered ballast pumps and valves for submerging and raising the unit. One of the 60" columns is used for an elevator shaft, from the upper deck to the pump room. The other 60" column has ladders installed for an emergency escape route.

Positioning pontoons . . . Recessed in the bottom of the lower hull are four positioning pontoons 68' long, 38'9¾" wide and 4' deep. There are two such positioning pontoons on each side of the hull.

The lower hull has a draft of 6½ feet when afloat for towing. Arriving on location, the positioning pontoons are forced to the bottom of the sea by hydraulic rams located in the eight 42" columns. Two hydraulic rams are used with each positioning pontoon. When the positioning pontoons have established sufficient bearing, the lower hull is flooded and settles to bottom in a level position.

Rams . . . The 42" columns extend through the upper section. The hydraulic rams incorporated in the columns are 96' long. Maximum pressure required on the rams is 350 psi. Drilling pumps operate the rams with salt water.

Raising . . . The S-55 is raised for moving from one location to another by applying pressure to the rams and positioning pontoons. Air is then introduced into the lower hull, and evacuation pumps located in the pump room of the lower section force water from the hull, causing the entire unit to rise to the surface. The positioning pontoons are then retracted into the lower hull by reversing fluid pressure on the rams. Entrance to the hydraulic rams is obtained by removing the 42" Unibolt blind flange on the top of each column, which extends through the top of the deck.

Upper section . . . The double-decked upper section of the S-55 is 180' long and 90' wide, with a moulded depth of 12 feet. The top deck is 102' above the mud line, and contains living quarters with bunks for 80 men.

The two-story living quarters has a recreation room with television, galley and dining room, and a 10-ton chill and freeze room for food. The quarters are completely air-conditioned by a 40-ton unit. Contract feeding and housekeeping is supplied by a catering firm. Laundry facilities are available for crewmen.

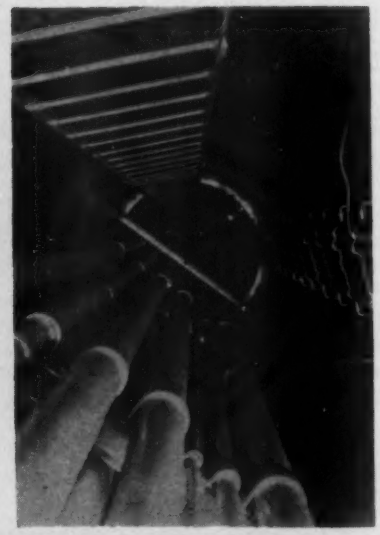
Two life boats of sufficient capacity to remove all personnel swing from main deck davits on one side of the quarters and the drilling slot end of the derrick floor.

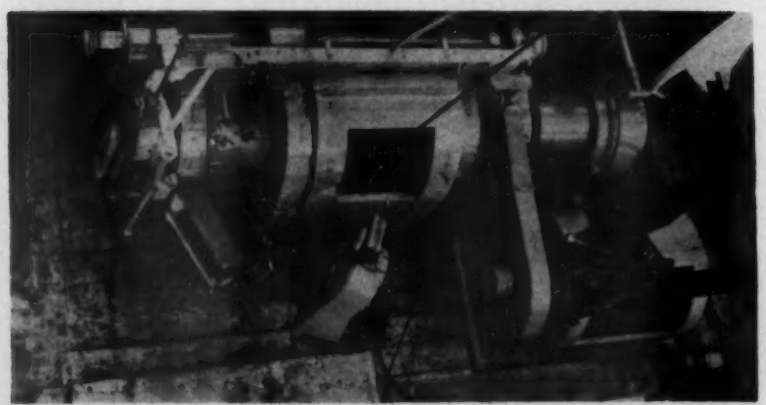
An electric logging unit is located between the quarters and pipe rack. Hovering over the pipe rack is a giant electric bridge crane of 7½-ton capacity. The crane extends over the sides of the S-55 to handle bulk materials aboard the unit.

Electrically-powered anchor winches with 1½-inch wire cables extend from the top section through fairleads on the lower hull and out to anchors, giving added maneuverability of the barge about the caissons. A bumper guard extends along each side of the drill barge at water level, to prevent supply boats from crashing into the columns. The guard may be raised

(continued on page 50)

Emergency escape route from submerged pump room is up this ladder, inside 60-inch diameter "leg" of S-55.





Ideco "Big Giant" drawworks with LeBus counterbalanced spooling for 1⅜" line.

A reminder

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Alexander Shipyard, Inc. of New Orleans is moving forward under a new name, American Marine Corporation, with the announcement of a reorganization-expansion program to meet the growing shipbuilding and servicing needs of the Gulf Coast area. The expansion program is in full progress with recent additions of a new gas freeing plant, a 1500 Ton floating drydock, a 50 Ton floating derrick, and a new 16 ft. 600 Ton hydraulic press for forming steel plates. As a result the American Marine Corporation becomes equipped to do an even better job than its noted fore-runner in the design and construction of offshore and inshore drilling barges and tenders, tugs and work boats; and in the servicing, repair, and maintenance of all types of river and Gulf marine equipment.

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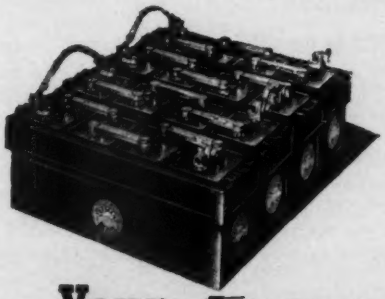

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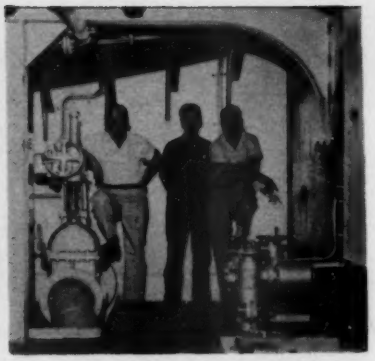
J. P. Hill, petroleum engineer for The California Company, and C. S. Banquer, toolpusher for Noble.



Calco personnel aboard the S-55 include, from left to right, C. A. Lamb, area drilling engineer, and P. J. Candella and A. J. Pantaleo, petroleum engineers.

Calco's S-55 . . .

(continued from page 48)

or lowered according to wave height by electric-powered winches installed on the top deck.

The S-55 is equipped wtih a completely modern fire-fighting system. CO_2 systems are incorporated in the engine room and living quarters. For operation at sea, the drill barge is equipped with a fog horn and running lights.

Arrangement and storage . . . The lower deck of the top section, from the quarters toward the drilling slot end of the barge, house the main power and mud pump room and related equipment.

There are eight mud tanks of 150-bbl. capacity each, with 600-bbl. circulating mud capacity. Mud is stirred by electric mixers. There are three sea chests in the upper and lower hulls — the lower hull is used when the barge is floating. Storage is incorporated for 2,734 bbls. of drilling water, 1,000 bbls. of potable water, and 1,161 bbls. of diesel oil.

Bulk cement and mud tanks have a capacity for 2,000 sacks each. There is storage space for an additional 3,000 sacks of sacked mud.

Entrance to the 2000-lb. capacity electrically-powered elevator, which gives access to the pump room in the lower hull, is located in the engine room. The engine room area and quarters have fluorescent lighting.

There are four positioning pontoon transmitters located in the lower deck of the upper section over the center of each of the four positioning pontoons. There is also a positioning pontoon control room where one man can control the automatic equipment for raising and lowering the barge.

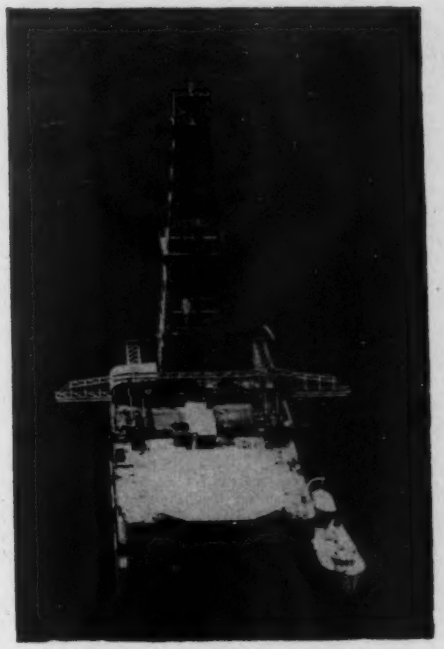
The toolpusher's office is equipped with both marine telephones and ship-to-shore radio. An intercom system operates throughout the barge.

Noble Drilling Company crew on S-55. From left to right, Lionel Briay, crew foreman; John Dufrene, floorman; E. A. Coleman, floorman; Tracy Rials, derrickman; Joseph Kennedy, maintenance electrician; J. Felix Madere, motorman, and Carl Nordberg, driller.

Four V-12 diesels supply

Electric Power on S-55

Powerful generators on Calco's new unit could supply current for a city of several thousand



Aerial view of S-55 drilling in Main Pass Block 40 off Louisiana coast.

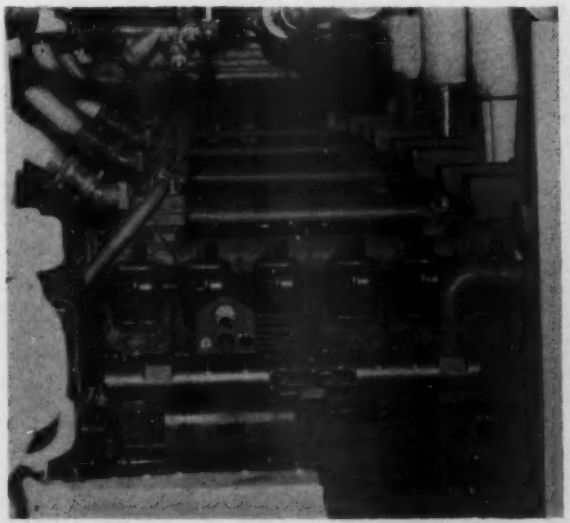
POWERFUL diesel engines driving electric generators aboard The California Company's Drill Barge S-55 could easily supply sufficient electric current to light a city of several thousand.

Assembled and installed by Noble Drilling Company, operating as contractor, prime movers aboard the S-55 total 4,800 hp—making it one of the most powerful drilling rigs afloat. There are four 1,200-hp V-12 turbo-charged diesel engines in the engine room of the S-55, driving two generators each for powering the drilling rig. The four engines drive two 400-kw synchronous-type AC generators, and six 500-kw converted submarine-type DC generators.

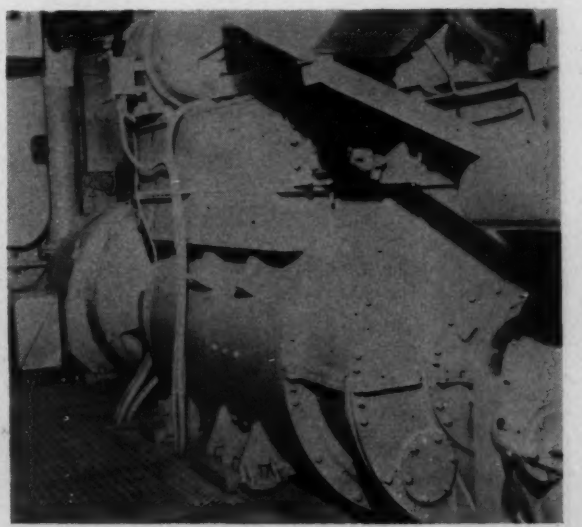
Engines number one and three pull one AC and one DC generator each. Engines number two and four pull two DC generators each. There is a 300-hp diesel-powered standby unit with a 100-kw DC generator.

DC power is used on winches, cementing unit, drawworks, rotary and mud pumps. AC power is used for lighting, air-conditioning and similar needs. All DC generators and engines are interchangeable.

The cementing unit, powered by three 200-hp electric motors, is the first all-electric unit to be installed offshore. The control system includes two heavy duty automatic synchronizer type control panels and one mud mixing control panel.



Four Waukesha V-12 turbo-charged Model VLRDBS 1200 hp diesel engines are the prime movers aboard the S-55.

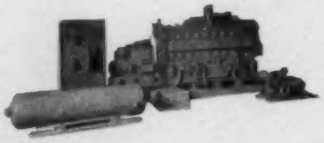


Motor No. 1: Attached to 1200 hp Waukesha diesel is GE 500 kw DC generator in foreground. In background is one of the two 400 kw AC generators.

XUM

NEW & USED MARINE EQUIPMENT

DIESEL GENERATOR SETS



GM 200 KW GENERATORS

(3) These engines have been completely overhauled by the U. S. Navy and are complete in every detail. Units complete with deadfront type control panel for generator; motor-driven air compressor; air tank; and all accessories. ENGINE: Model 8-268A GM 6½x7—8 cyl.—1200 RPM—air starting. GENERATOR. 200 KW—250 KVA—440/3/60—1200 RPM—Westinghouse—with direct connected exciter.

100 KW SUPERIORS

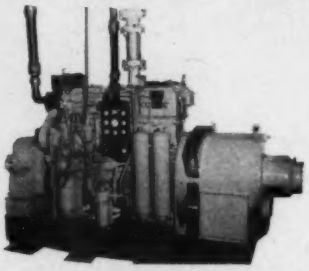
(2) 120/240 volt DC generator sets.

800 KW G.M. 12-567

(1) 12-567 GM—800 KW—550 volts DC with GE generator and 10 KW top-mounted exciter.

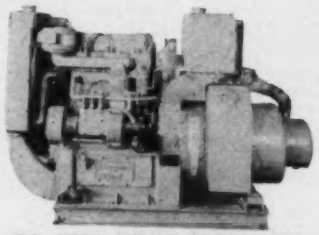
30 KW D.C. GENERATOR

30 KW—120 volt DC—Sheppard model 12—6 cyl.—4 x 6—50 HP at 1200 RPM—continuous full load rating—radiator cooled—built to ABS & AIEE #45—class A insulation—electric starting. GENERATOR: 30 KW—120 volts DC—250 amps—shunt wound—40° rise.



MATCHED PAIR 60 KW GENERATORS

440/3/60/1200—with deadfront switchgear. Purchased from Cornell University where they were used as Navy test installation. With only about 75 hours use, they represent practically new equipment. ENGINES: Cummins, supercharged model HSG-AD—6 cyl.—heat exchanger cooled—fully alarmed—shock mounted. GENERATORS: Delco model 13916—60 KW—440/3/50/1200/96.2 amps.—also 20 KW Delco generator 120 volts DC on other end. Units complete with mufflers, supply of new spares, and deadfront panel for both with all parallel features.

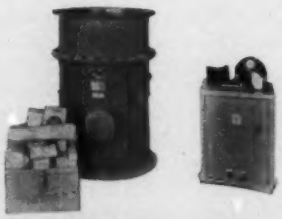


20 KW GENERATOR SETS

NEW AND TEST RUN ONLY—BUILT 1953 20 KW—120/208—3 phase 60 cycle 1800 RPM 4-wire ball-bearing E.M. generators with voltage regulator. Excitation 0.75 KW—62.5 volts—12 amps. ENGINE: Sheppard Model 6D—4½ x 5-3 cyl.—radiator cooled—212.8 cubic inch displacement—self-contained fuel tank—steel I-Beam base—12 volt heavy duty starter. BARGAIN PRICE $2095 EACH!

300 KW BALDWIN GENERATORS

(2) 120/240 volt DC Baldwin DeLaVergne Model V-O. ENGINES: 448 HP—400 RPM—6 cyl.—12¾" bore—15½" stroke. GENERATORS: Westinghouse 300 KW—120/240 volts DC—1250 amps.—400 RPM—40° C rise—7.02 shunt field amps. ACCESSORIES: lube oil coolers; jacket water coolers; exhaust muffler; vibration isolators; commercial filter; edge-wound Purolator strainers. DIMENSIONS: 222" long—76" wide—103" high.



AXIAL FLOW FANS

4000 CFM—A4D1W5—std. stock #512389; mfg. by B. F. Sturtevant Co. MOTOR: Stab. shunt 4/1.7 HP 115 VDC—32/15 amps—1750/1310 RPM—type SK—Frame 43F—waterproof. STARTER: Size 2 class 6311-S21—115 VDC—start & stop button on door. RHEOSTAT: Style #1312859—130 ohms—1.9/0.9—250 volts. DIMENSIONS: ID 22½" length 35-5/8"—bolt circle 24½". FANS COMPLETE WITH ABS SPARES FOR MOTOR & CONTROL.

ALSO FOLLOWING SIZES WITH CONTROLS

3000 CFM — American Blower A3D1W5 — 1710/1350 RPM—3 HP(1)115 VDC—21⅛" ID—36-5/8" long.

6000 CFM—American Blower A6D1W5—1750/1310 RPM—5 HP 115 VDC—27¼" ID—37-3/4" long.

8000 CFM—Buffalo Forge Co. A8D1W6—1710/1150 RPM—6 HP 115 VDC—27¼" ID—37⅜" long.

12000 CFM—American Blower A12D1W5—1710/1350 RPM—10 HP 115 VDC—29¼" ID—46-7/8" long.

35000 CFM—L. J. Wing A35D2W1—1290 RPM—14.5 HP 230 VDC—42" ID—42" long.

NEW 500 CFM AXIAL FLOW FANS

500 CFM—1/5 HP—115 volts single phase 60 cycle—3450 RPM. Mfg'r L. J. Wing, type A1¼A1W5. Ohio Electric Co. motor.

GEN. DISTRIBUTION PANELS

New surplus 100 KW 115/230 VDC 3-wire switchgear—originally built for use on LST type vessel to operate 3 diesel generators of G.M. or Superior manufacture.

SUBMARINE MOTORS

1375 HP—415 volts—1375 RPM—with coolers.

NET LAYER WINCHES

(2) from net layers. Capacity 1200' 1¼" cable. Drums complete with dog clutch and fairlead for proper spooling of wire. Units have prefab subbase for diesel installation.

NEW WATERTITE DOORS

(7) Quick-acting 42" x 57" doors—Mfg. by Heinz. Also (4) 18" x 36" and (4) 26" x 54" dog-type.

2¼" WINDLASS

With 70 Hp 230 volt DC motor.

A.C. CAPSTANS

(3) 10,000 lbs. line pull at 45 FPM. Motor 220/440/3/60.

HEAVY LIFT WINCHES

(10) 20,000 lb. line pull—50 HP—230 volt DC motors.

50 H.P. MOTORS

50 HP—230 volts DC—type CK-9.

4" BRONZE DUPLEX STRAINERS

HEAT EXCHANGER OR OIL COOLER

NEW—344 sq. ft.—single pass—4" water—4" oil—5/8" O.D. tubes—0.049 wall thickness—overall length 103½"—suitable for engines up to 1600 HP—mfg'r Patterson Kelly Co.

A.C. CENTRIFUGAL PUMPS

Type 3HL, Worthington 15 HP, 3 phase, 60 cycle, 400 GPM—TDH 120'—EXPLOSION-PROOF MOTORS.

Worthington 250 GPM pump, 60' head, 7.5 HP, 3 phase 60 cycle EXPLOSION-PROOF MOTOR. All controls—pumps all bronze.

Worthington 500 GPM 150' head bronze pump driven by 30 HP 440/3/60 1750 RPM motor.

(2) Union all-bronze pumps—250 GPM @ 150' head. 20 HP 3 phase 60 cycle motors.

Call For Other Sizes

DEEP WELL PUMP

Byron Jackson 6 stage 400 GPM 210' head, complete with column and suction strainer.

NEW A.C. CENTRIFUGAL FIRE PUMPS

(3) Model A Ingersoll-Rand—150 GPM @ 224' head—3425 RPM—type 1½RVH-20. MOTOR: GE 20 HP—440/3/60—3425 RPM—frame 326. PUMPS: All bronze—2½" suction—1-1/2" discharge. Will reconnect units for 220 volts.

The BOSTON METALS Co.

313 E. Baltimore St. —— **Baltimore 2, Maryland**

MAIN OFFICE: Lexington 9-1900 **MARINE WAREHOUSE: Curtis 7-5050**

Champagne, followed by water, was the ceremonial sequence when the crew boat CHEVRON was christened by, left, Mrs. R. G. McIntyre (wife of the chairman of the board of Standard Oil Company of Texas), then launched, above.

Platzer Shipyard delivers

A Fast 93-foot Crew Boat

New boat built for Standard Oil Company of Texas can exceed 20 mph, carry 30 or more passengers

Platzer Shipyard of Houston, Texas, recently delivered the Chevron, 93-foot crew boat of the new Platzer design, to Standard Oil Company of Texas.

The Chevron is designed to carry 30 or more passengers in airplane type seats, and has a top speed in excess of 20 mph and a cruising speed of 18 mph. It is a duplicate of the Whirlaway, recently built by Platzer for Caspary-Wendell Work Boats, Inc., of Rockport, Texas, with a few minor changes in operating equipment.

Standard of Texas has added a Crowell Rudder Angle Indicator, Bendix DR-15 Fathometer, Bendix 155 Automatic Pilot, five electric wall heaters, four wall fans, one 8,000 cfm engine room blower and four 2,000 cfm passenger space blowers. Blowers have replaced the air-conditioning unit that was installed on the Caspary-Wendell crew boat.

Platzer . . . The Platzer name has been well-known in shipbuilding for many years. E. W. Platzer, Sr., the elder member of the firm, was born in Galveston County in 1889, and has devoted his entire life to boat building. At a very young age he worked for his father who had begun building boats in 1869. E. W. Platzer, Sr., is still very active in all operations of the yard.

E. W. Platzer, Jr., who has followed his father in the profession, now manages the heavy flow of con-

(continued on page 55)

Present at launching ceremonies for the CHEVRON were Standard Oil Company of Texas officials and their wives. Left to right are: Mrs. C. N. Seguar, Mr. Seguar; Mr and Mrs. C. A. Martin Jr.; Mr. J. H. Todd, Mr. J. D. Boynton (behind Todd), Mrs. Todd; Mrs. C. D. Mims, Mr. E. W. Platzer Jr. (behind Mrs. Mims), Mr. Mims; Mr. H. L. Smith; Mrs. R. G. McIntyre and daughter; Mrs. Braun, Mr. and Mrs. K. H. Shaffer; Mrs. H. H. Kuester, Mr. Kuester; Mr. C. R. B. Hopper; and Mr. R. G. McIntyre, chairman of the board.

XUM

93 feet of SPEED COMFORT and VERSATILITY

Built for Standard Oil Company of Texas by Platzer Shipyard of Houston.

Top Speed in Excess of 20 MPH

Cruising Speed of 18 MPH

Power—Twin tandem 6-110 GM Diesels—1200 HP

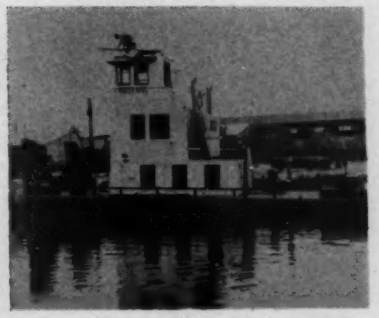
- Designed to carry 30 or more passengers
- 30' x 18' deck space on stern and 21' x 10' x 7' cargo hold
- Airplane type passenger seats
- Proven design of steel construction

Equipped to handle repairs on drill barges or any type of boat

Sand blasting • Coating • 100 welding machines • Complete machine shop

PLATZER SHIPYARD

P. O. Box 9657 Houston 15, Texas Phone: GL 3-7118



ABOVE: the pusher-type tug boat MUSTANG. LEFT: E. W. Platzer, Sr., left, and E. W. Platzer, Jr., right.

A Fast 93-footer . . .

(continued from page 53)

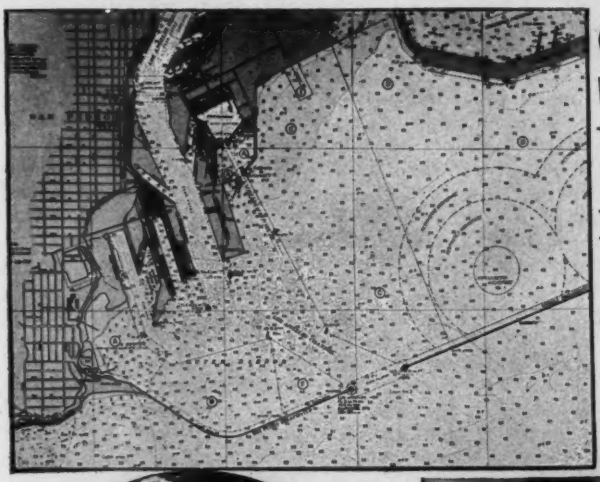
struction work passing through the yard. Born in Galveston in 1912, the younger Platzer has worked with his father since he was big enough to hold a hammer.

Platzer Shipyard, which until 1950 was known as Platzer Boat Works, was moved 50 miles up the bayou from Galveston to Houston in 1924. In 1936, Platzer changed from wood to steel constructed vessels. During World War II, Platzer built subchasers, barges and other defense vessels.

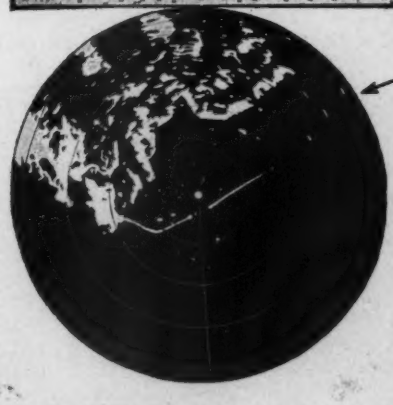
Facilities . . . Presently installing one of the largest lathes in the country, Platzer Shipyard has an excellent machine shop. The yard can now put 100 welding machines on a job at one time. Platzer Shipyard has two 100-foot ways for launching crew boats, and a 1,100-ton ways for handling barges up to 300 feet, as well as light, shallow drill barges. The shipyard is equipped to handle repair work on drill barges or any type of boat.

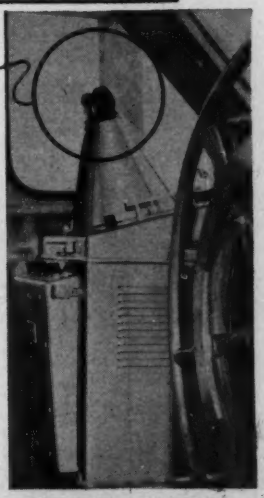
Oilfield construction . . . Currently handling sand blasting and coating jobs as well as building production platforms for offshore use, Platzer Shipyard has just completed a pusher-type tugboat, the **Mustang.**

Good workmanship has been an outstanding characteristic of all of the numerous marine units coming from Platzer Shipyard, and this is strikingly evident in the construction of the **Chevron** and **Whirlaway,** prototypes of the new line of Platzer crew boats. Doing their own marine architecture, the efficient personnel of Platzer Shipyard offer years of accumulated experience and know-how to marine and offshore oil operators everywhere.



SEE!





SAFETY AND ECONOMY!

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Because of Poor Visibility
Line of Sight Navigation

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Stanolind Designs Jacket

Recently developed well jacket can be used as structural member of a drilling platform

A well-protector jacket which was recently completed for use on a well drilled by a mobile unit can also serve as a structural part of either a self-contained platform or a tender-type platform.

In addition, the jacket is salvageable, can be used in varying water depths, and is placed immediately after the oil string is cemented to save valuable rig time.

Conceived by B. K. Ayers, offshore engineer for Stanolind Oil & Gas Company at Houston, the jacket was built by Brown & Root, Inc., of the same city.

Despite its adaptability, the jacket is beautifully simple in design. It is rectangular, with four 34-inch diameter template legs through which are driven 30-inch diameter steel pilings to anchor the jacket to the ocean floor. Horizontal bracing is in the shape of an "X". Bracing on each side is a single diagonal, sloped so that opposite sides have opposite diagonals.

The jacket measures 30' x 30' horizontally and is 34 feet deep. On location in 25 feet of water, piling would be driven through a single template, then a deck section placed to support navigation lights, fog horn, a 2½-ton hoist, and a christmas tree. The deck section is set at 30' elevation above the water. For deeper water, a second 25-foot section of template could be added, either welded to the first template to form one, or separately if stiffleg capacity is insufficient to lift both at the same time. If placed separately they would be welded later underwater.

Adaptations . . . To enlarge the deck space for additional wells a six-leg template and deck section for it would be placed at one side of the well jacket, and a connecting deck built between them and over the well structure. This would provide enough deck space for tender-platform operations. A self-contained platform could be constructed by adding a four or six-leg template on the opposite side from the six-leg template.

New Orleans Firm Orders Crew Boat-Tug from Blount

Offshore Boat Rental Service, Inc., of New Orleans, La., has ordered a 500-hp twin screw diesel-powered combination tug and crew boat for delivery this fall from Blount Marine Corporation, Warren, R. I.

Built to U. S. Coast Guard requirements, the boat will carry 32 passengers and sleep six. The dimensions are 64' 6" by 20' by 5' 9". The vessel is pilot house controlled with a tandem steering station aft of the pilot house. An all electric gallery will be installed.

This is the third vessel of the same general design that Blount has built for Gulf Coast concerns in the past 18 months.

Bethlehem Steel Completes Inland Barge for Sharp Gulf

Sharp Gulf Drilling Company of Midland, Texas, and Abbeville, La., has taken delivery on an inland drilling barge. First location for the barge is on Grand Lake, where Sharp Gulf will drill for The Superior Oil Company.

The slotted, steel barge was built by Bethlehem Steel Company at their Beaumont, Texas, shipyard. Reagan Tool Company, of Morgan City, La., installed the drilling equipment and fabricated the housing unit for 14 men. The $900,000 barge rig can drill to 15,000 feet. The barge measures 55' x 156' x 12 feet. Main power is supplied by Waukesha LRDS engines. The drawworks and main mud pumps are of Bethlehem manufacture.

Ingalls Gets Contracts For Four Supply Boats

Contracts for four 136-foot offshore supply vessels have been received by The Ingalls Shipbuilding Corporation at Pascagoula, Mississippi. The vessels will be larger and more powerful than any previously built by Ingalls.

One vessel will be for Tidelands, Inc., Morgan City, La.; one for Acadia, Inc., also of Morgan City; and the remaining two are for The Offshore Transportation Corp., of New Orleans.

Delivery of the vessels is scheduled for this fall.

Stewart & Stevenson Plans Addition to Houston Plant

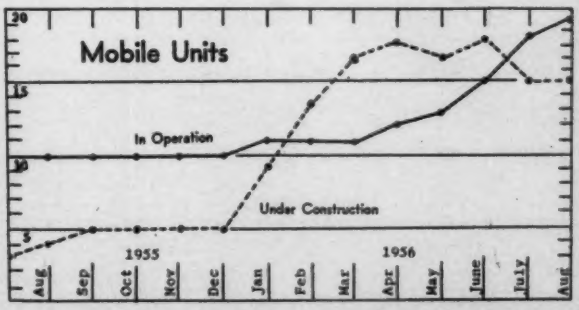
Stewart & Stevenson Services, Inc., largest distributors of diesel engines, will raise their Houston plant space to 115,000 square feet by addition of a new wing. Housed in the new steel structure will be a 30-ton crane to facilitate handling of their Rig-electric drilling power units and other high horsepower equipment.

Executives of G & H Towing Company, Inc., and Gulfport Shipbuilding Corporation gather in Port Arthur for the launching of the new 1,250-hp, diesel driven, all-steel tug MARLIN, being built for G & H by Gulfport. MARLIN is expected to join the G & H fleet in September. Left to right: Erie D. Harlan, G & H comptroller and administrative officer; W. R. (Bill) Orange, G & H port engineer; Cecil R. Haden, president of G & H, and his son Doug Haden; Capt. John G. Leech, director of marine operations for G & H; E. W. McCarthy, president of Gulfport Shipbuilding; Capt. H. O. Weatherbee, executive vice-president of G & H; and J. T. Westmoreland, G & H offshore oil industry representative. G & H now operates a fleet of 19 tugs from bases in Houston, Galveston, and Corpus Christi, Texas.

Mobile Units and Tenders Gulf Coast Area

Mobile Rigs

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. 13' x 54' x 160', with two 13' x 14' x 110' pontoons	Rig 40	To 20'	Drilling in Block 13, South Timbalier Area for The Texas Company
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½' x 72' x 140' with two 13½' x 13½' x 140' pontoons	Rig 44		Drilling in Block 12, South Timbalier, for Texas Co.
Kerr-McGee Oil Ind., Inc. 142' x 69' x 13' 6", with two 10' x 11' x 146' pontoons	Rig 45	35'	Drilling in Block 33 West Cameron for Phillips and Kerr-McGee
Ocean Drilling & Exploration Company Hayward-Laborde design, 132' x 220' x 58'	"Mr. Charlie"	40'	Drilling for Shell, Block 17, East Cameron.
Ocean Drilling & Exploration Company Hayward-Laborde design, 120' x 180' x 49'	"John Hayward"	22'	Drilling for British-American, Block 3, West Cameron Area.
The Offshore Company DeLong design, 8½' x 70' x 203' with 12 6' dia. caissons	Mobile Unit No. 51		Leased to Humble, at Grand Isle
The Offshore Company DeLong design, 13½ x 117' x 220', with 14 6' dia. caissons	Mobile Unit No. 52		Drilling for J. Ray McDermott & Co., Inc.
The Offshore Company John Hayward design, 12' x 74' x 200', with four 6' dia. caissons and four DeLong jacks	Mobile Unit No. 53		Drilling for Humble Oil & Refining Co.
The Offshore Company DeLong design, 200' x 104' x 15' with eight 12' dia. towers	Mobile Unit No. 54	75'	Drilling for Shell, Block 188, Eugene Island
The Offshore Company DeLong design, 200' x 104' x 15' with eight 12' dia. towers	Mobile Unit No. 55	25'	Block 95(S) High Island Area for Stanolind
American Tidelands, Inc. Alexander Shipyard design, 12' x 74' x 200' with four pontoons	"101"		Drilling for Humble.
C. G. Glasscock Drilling Co. Bethlehem design, 15' x 80' x 225'	"Mr. Gus"	93'	Drilling for Shell in Block A-104, High Island Area
C. G. Glasscock Drilling Co. Bethlehem design, deck 258' x 104', pad 200' x 180' with four 10' dia. columns	Unnamed Rig 12	To 125'	Being built by Bethlehem at Beaumont
Southeastern Drilling Co. Friede & Goldman design, 11' x 90' x 156' with four pontoons	Rig 22, Barge 8		Under construction at Avondale Marine Ways, Inc. of New Orleans
Zapata Off-Shore Company LeTourneau design, 20' x 80' x 140', with three triangular legs	"Scorpion"	43'	Undergoing repairs at Galveston. To be on location September 1.
The California Company 11' x 90' x 156' with four 3' x 10' x 35' pontoons	S-44		South Pass, The Offshore Co., contractor
The California Company 11' x 90' x 156', with four 3' x 10' x 35' pontoons	S-45		South Pass Block 41, Rowan Drilling Co., contractor
The California Company 12' x 90' x 190', with four 4' x 24' x 50' pontoons	S-55		Shut down for repairs.
John W. Mecom Floating drydock, 220' x 78' x 48'	"Ed. Malloy"		Block 45, West Cameron Area



Graph showing increase in mobile units operating and being built, from August, 1955 to August '56

Specialized Experience

in the creation of plastic organic coatings is the key to success in the protection from corrosion of offshore drilling structures and floating equipment. As early as 1947, when the offshore search for oil began, PRS supplied a vinyl coating system for a drilling platform. And since that time PRS has constantly studied the requirements of this most exacting of corrosive environments. PRS has developed coatings for structures for most of the companies operating offshore since 1947.

Specialized coatings, including plastic mastics, have been tailored to meet specific offshore drilling and production conditions. Conservatively speaking, PRS is today a leading supplier of protective coatings in the offshore field. We invite comparison of our record with that of any other manufacturer.

Experience has shown that ALL OF THESE REQUIREMENTS must be completely satisfied if Long Term Protection is to be gained by a protective coating:

Covering Properties—
Water Resistance—
Caustic Resistance—
Solvent Resistance—
Abrasion Resistance—
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☐ Please send me copy of your new brochure entitled SURFACE COATINGS FOR OFFSHORE STRUCTURES.

☐ I have corrosion problems other than those associated with offshore. Please send me SURFACE COATING SYSTEMS BOOK, which details those systems most often recommended by PRS for a variety of corrosion requirements.

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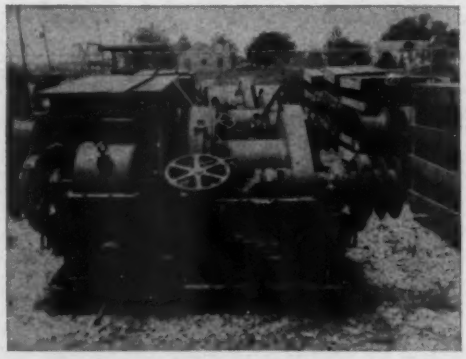
OFFSHORE OPERATORS

SAVE MONEY

ON THESE REAL BUYS

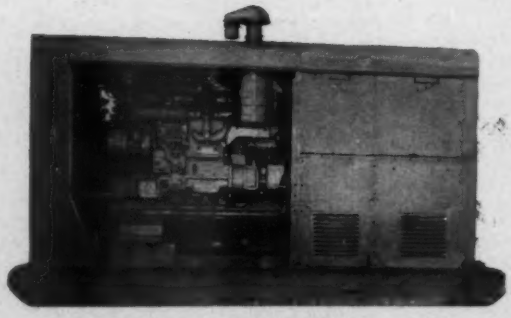
IN OILFIELD EQUIPMENT!

SINGLE DRUM WINCHES



Drum—20" diameter, 18¼" between flanges, 38" flanges. Drum duty—15,000-lb. single line pull at 42 feet perminute. Powered by Chrysler T-118 industrial engine. Total weight of complete unit 7960 lbs.

GENERATOR UNITS



Large stock of Diesel-driven Generator Units, ranging from 15 K.W. to 100 K.W., D.C. and A.C.

Generators—3 ea. 540 K.W. 120/240 3000 amp. 1200 RPM, Westinghouse. Excellent condition.

Write, wire or phone

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SUPPLY & EQUIPMENT CO

Phone: Mission 9-2706
7225 Chocolate Bayou Rd.

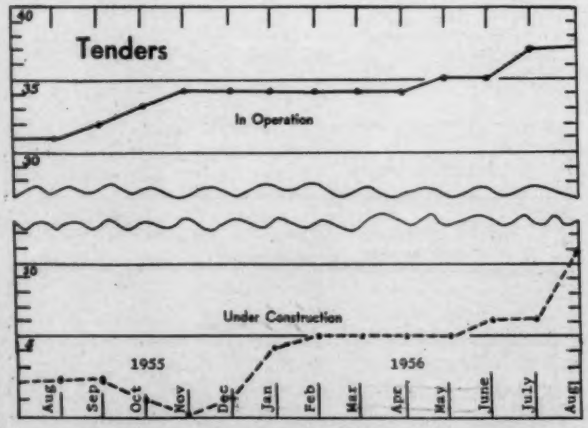
P. O. Box 14357
Houston, 21, Texas

ENGINES • GENERATOR UNITS • PUMPS
ELECTRICAL EQUIPMENT
OIL FIELD & MARINE SALES & RENTALS

Penrod Drilling Company California Company design, 150′ x 190′	Unnamed	To 70′	Being built by Bethlehem Shipyard, Beaumont
Delta Offshore Drilling Co. Friede & Goldman design, 156′ x 90′	Unnamed	To 25′	To be built by Avondale Marine Ways, New Orleans
Coral Drilling Company Friede & Goldman design, 180′ x 151′ x 84′ with four pontoons	"Mr. Arthur"	To 70′	To be built by Alabama Dry Dock, Mobile, by the end of 1956
Kerr-McGee Oil Ind., Inc. Design not reported	Rig 46	To 70′	Being built by Ingalls Shipbuilding, Pascagoula, Miss.
Kerr-McGee Oil Ind., Inc. Design not reported	Rig 47	To 70′	Being built by American Bridge, Orange, Texas
Placid Oil Co. Twin submersible hulls, each 72′ x 178′	Unnamed	To 100′	Being built by Levingston at Orange
Ocean Drilling & Exploration Company ODECO design 200′ x 300′ x 93′	"Margaret"	To 65′	Under construction at Alabama Drydock Co., Mobile, to be delivered October, 1956
Ocean Drilling & Exploration Company 120′ x 180′ x 50′	"St. Louis"	To 30′	Under construction at American Marine Corp, New Orleans. To be delivered September, 1956.
Louisiana Offshore Drilling Company Friede & Goldman design, 180′ x 151′ x 12′	Not announced	To 65′	To be built by Ingalls
Trahan Exploration, Inc. Friede & Goldman design, 66′ x 136′ x 180′	"Mr. Bob"	To 50′	To be built by American Bridge, Orange, Texas
Delta Marine Drilling Co. Hayward-type submersible	Not announced	To 30′	Being built by American Marine Corp., at New Orleans
Magnolia Petroleum Co. (Drill barge on piling)	Rig 52	24′	Block 46, Main Pass Area
Zapata Off-Shore Company LeTourneau Design. 194′ x 152′ overall. Three 145-foot legs.	Unnamed	To 80′	Being built by LeTourneau at Vicksburg, Mississippi. Expected early in 1957
Morris & Hamilton, Inc. Christenson & Graham design, 230′ x 99′ with 54′ between fixed hulls	"Carter Mart"	To 35′	Just completed by Sprague Welding & Mach. Works, Houston

Drilling Tenders

OWNER	Name	Water Depth	Present Status
CATC:			
Continental Oil Co., Atlantic Refining Co., Service Production Co. New tender, 260′ x 54′	"J. C. Craig"	50′	**Tidewater Oil Co., Cities** Block 46, West Delta, Well B-2
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	72′	Block 60, Well A-1, West Delta
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"	50′	Block 45 West Delta, Well A-1
Same Companies as above New tender, 260′ x 54′	"Jack Cleverley"		Block 28 Grand Isle, Well A-1
Same Companies as above New tender, 260′ x 54′	Unnamed		To be built by Levingston Shipbuilding Co., Orange
The California Company Converted LST, 328′ x 50′	S-21	85′	East Cameron Area, Block 160, Noble Drilling Co.
The California Company Converted LST, 328′ x 50′	S-22	40′	West Delta, Louisiana. Loffland Bros. rig
The California Company Converted LST, 328′ x 50′	S-23	36′	Bay Marchand, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-24	50′	West Delta, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-25	25′	Main Pass, Louisiana, Loffland Bros. rig



Graph showing increase in drilling tenders in use and under construction, August 1955 to August '56.

The California Company LST, 328' x 50'	S-26	60'	South Pass, Louisiana, Loffland Bros. rig
Gulf Oil Corporation Converted LST, 328' x 50'	"Eagle"	103'	Block 128, South Timbalier Area
Gulf Oil Corporation New tender, 272' x 60'	"Pelican"	45'	Block 130 Ship Shoal Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-1		Stacked at Grand Isle
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-2	60-65'	South Timbalier
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-3	50'	High Island Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-4		Stacked at Grand Isle
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-5	35-45'	Pelican Island
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-6	40-50'	Pelican Island
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-7	40-50'	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-8	35-45'	Pelican Island
(Four LST's are being converted for Humble by Levingston at Orange)			
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Kermac I" Rig 16		Drilling for Standard of Texas at Aransas Pass
Kerr-McGee Oil Ind., Inc. New tender, 250' x 50'	"Kermac II" Rig 43		In Morgan City slip, waiting on location
Kerr-McGee Oil Ind., Inc New tender, 250' x 50'	"Kermac III" Rig 48		Drilling for CATC, Block 56, West Delta Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Frank Phillips" Rig 39		Drilling in Block 253, Galveston Area, for Humble
Phillips Petroleum Company Converted YF, 260' x 48'	"K. S. Adams" Rig 40	27'	Bay Marchand, Block 4
MCN GROUP:			
Magnolia Petroleum Co. Continental Oil Co.			
Newmont Oil Co. Converted YF	MDT-1	23'	Block 89, Eugene Island Block 110 Field, Well K-1
MCN Group Converted YF	MDT-2	40'	Well C-1 Ship Shoal, Block 113 Field, Block 112
MCN Group Converted YF	MDT-3	35'	Block 93, Ship Shoal Block 113 Field, Well B-3
MCN Group Converted YF	MDT-4	54'	Block 117, Ship Shoal, Block 113 Field, Well D-1
MCN Group Converted YF	MDT-5	25'	Block 46 Vermilion Area, wildcat, Well A-1
MCN Group Converted YF	MDT-6	25'	Block 107, Ship Shoal area, Wildcat, Well B-1
MCN Group Converted YF	MDT-7	19'	Block 55, Ship Shoal area, Well A-1, wildcat
Pure Oil Company Converted LST, 328' x 50'	"R. W. McIlvain"	40'	Levingston Shipyard, Orange, Texas
Zapata Off-Shore Company Converted YF, 260' x 48'	"Nola No. 1"		Drilling for CATC, Block 193 East Cameron Area
Llano Drilling Company New tender, 260' x 54'	"Clayton G. Dorn"	55'	Block 149, Ship Shoal, for Forest Oil Corporation
Union Oil Co. of California Converted LST, 328' x 50' Chartered from Stanolind	"Stanolind 50"		Block 26, Vermilion Area, Loffland Bros., contractor
Reading & Bates Offshore Drilling Company	"J. W. Bates"		Being built by Levingston, to be christened August 11
Reading & Bates Offshore Drilling Company	"George M. Reading"		Being built by Levingston, expected in November, 1956
The Murmanill Corp. Converted tanker, 306' x 48'	"Murmanill I"		Leased to Dixilyn Drilling Corp., drilling for Gulf Oil
Delta Marine Drilling Co. Converted LST, 326' x 50'	Not announced		Being converted by American Marine Corp., New Orleans
Deepwater Exploration Co. Converted LST, 328' x 50'	Not announced		Block 39, East Cameron Area
Coastal-Marine Drilling and Construction Corp. New tender, 272' x 56'	Not announced		To be built by New York Shipbuilding Corp., Camden, New Jersey
Southeastern Drilling Co. Converted YF	Rig 12, Barge 9		Being converted at Avondale Marine Ways, New Orleans

Self-Contained Platforms

Company	Description	Year Built	Location	Depth of Water
CATC:	106' x 220'	1955	Block 47 Grand Isle, La.	95'
Continental Oil Co., Atlantic Refining Co., Tidewater Oil Co., Cities Service Production Co.				
Same companies as above	110' x 146'	1956	Block 43 Grand Isle	112'
Same companies as above	110' x 146'	1956	Block 40 Grand Isle	82'
Same companies as above	110' x 146'	1956	Block 59 West Delta	56'
Pure Oil Company	100' x 42', with 80' x 67' 6" pipe rack	1956	Block 32 Eugene Island Area, Well F-1. Loffland rig	10'
Pure Oil Company	110' x 64' with 80' x 67'6" pipe rack	1956	Block 2 West Cameron, Well A-1. Loffland rig.	8'
Humble Oil & Refg. Co.	78' x 200'	1956	Block 18 Grand Isle	50'
Magnolia Petroleum Co.	52' x 311'	1954	State Tract 10-A, S-W of Sabine Pass, Texas	34'

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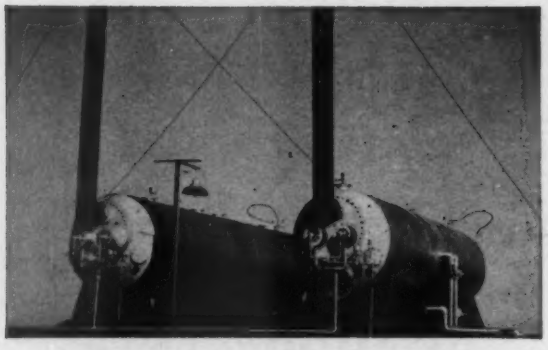

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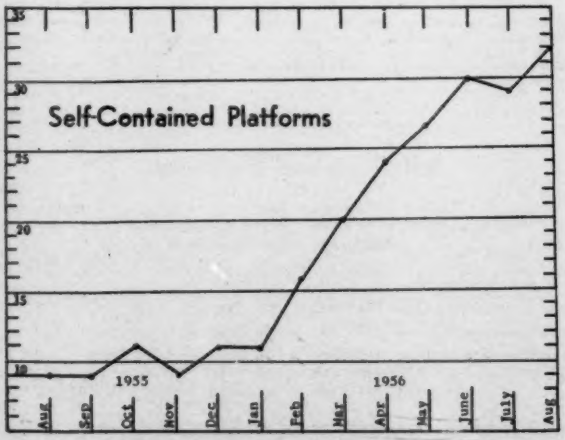
Magnolia Petroleum Co.	52' x 345'	1956	State Tract 10-B, S.W. of Sabine Pass, Texas	34'
Magnolia Petrol'm Co. (Southeastern Drilling Corp., Contractor)	52' x 182' and 55' x 109'		Block 128, Eugene Island Block 128 Field, Well A-2	52'
Magnolia Petroleum Co. (Work-Over, Inc.)			Block 54 Ship Shoal Area, Well B-1, wildcat	
Magnolia Petroleum Co.	54' x 205'	1955	Block 119, Eugene Island Area, Well K-7	38'
Magnolia Petroleum Co. (Southeastern Drilling, Contractor)	54' x 205'	1955	Block 119, Eugene Island Area	37'
Phillips Petroleum Co.	85' x 140'	1955	Block 184, Eugene Island Area, company tools	84'
Phillips Petroleum Co.	88'9" x 140'	1955	Block 129-A, Eugene Island Area, La. Loffland Bros., contractor	52'
Phillips Petroleum Co.	88'9" x 140'	1956	Block 172, Eugene Island Area, Big Chief Drilling Company, Contractor	77'
Phillips Petroleum Co.	88'9" x 140'	1956	Block 191 Eugene Island Area. No contractor as yet	81'
Shell Oil Company	82' x 197'	1955	Block 42, South Pass, La. (Loffland Bros. rig)	72'
Shell-Union	82' x 196'	1955	Block 116, Eugene Island Area Platform A, Loffland Bros. rig	48'
Shell Oil Company	82' x 196'	1956	Block 116, Eugene Island Area. Platform B. Offshore Company rig	50'
Stanolind Oil & Gas Co.	173' x 85'	1956	Block 14, Vermilion Area, S.L. 861, Well A-1 Dixie Drilling Co.	16'
Stanolind Oil & Gas Co.	44' x 128'	1956	Block 15, Vermilion Area, S.L. 862, Well A-1. Crawford Drilling Co.	16'
Stanolind Oil & Gas Co.	192' x 97'	1956	Block 39 Ship Shoal Area, Loffland Bros., contractor.	5'
Gulf Oil Corporation	120' x 145'	1955	Block 154 Ship Shoal Area Salt Dome Production Co., contractor	60'
Gulf Oil Corporation	120' x 145'		Block 889, Mustang Island Area, Texas. Brewster-Bartle, contractor	46'
Gulf Oil Corporation	120' x 145'	1956	Block 154 Ship Shoal Area. Dixilyn Drilling Co., contractor	52'
Max Pray	85 x 195'	1955	Coon Pointe Area	12'
Max Pray	162' x 70' width at derrick, (120' at pipe rack)	1955	Coon Pointe Area	12'
Mecom Petroleums	82' x 193'	1948	Block 45, West Cameron Area, company rig	34'
The Superior Oil Co.	138' x 326'	1955	West Cameron Block 102	48
The Superior Oil Co.	144' x 326'	1954	West Cameron Block 101	43
Sinclair Oil & Gas Co.	152' x 132' (L-shape)	1955	Block 175, Eugene Island Area. Rimrock Tidelands, contractor	87'
Sinclair Oil & Gas Co.	112' x 133'	1956	Block 86 South Timbalier Area. Rimrock Tidelands, contractor	92'
Arkansas Fuel Oil Corp.	54' x 145'	1956	Being installed in S.T. 905 (S) off Texas. Glasscock rig.	45'



Graph showing increase in self-contained platforms in the Gulf of Mexico, August 1955 to August '56.

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Cause for Festivities:

Morris & Hamilton

Christens A

Mobile Unit As . . .

The mobile unit CARTER MART, above, was the first such vessel to be completed at Houston. Decorated for the occasion, the unit was christened August 16 at Sprague Welding & Machine Works.

Another Firm Goes to Sea

Owners of the Houston-built submersible are H. E. Hamilton, left, and G. D. Morris, right. Mrs. Hamilton is at left center, Mrs. Morris at right center.

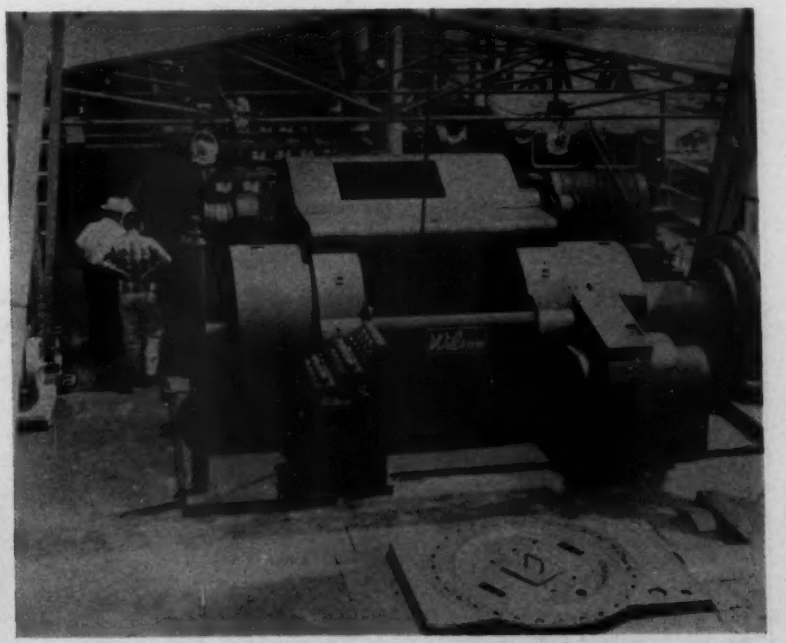
CARTER MART was built by Mr. Clarence Sprague, at right. With him is Mrs. Sprague, left.

Lift-slab construction technique was used in building new submersible designed by Christenson & Graham, Inc.

A mobile unit recently christened by Morris & Hamilton, Inc., Houston drilling contractors, has what is said to be the most powerful drawworks ever built—used with one of the most powerful rigs yet manufactured to give a depth potential of 20,000-25,000 feet.

The unit can also boast of being fabricated by a new construction technique which has been highly successful on land and may show the way to savings in mobile unit construction.

(continued on next page)



CARTER MART drilling equipment includes this Wilson Manufacturing Company "Super Titan 66" drawworks, said to be the largest drawworks ever built. The rig is for depths of 20,000-25,000 feet.

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Mr. F. E. Hutchison, left, of Hutchison Manufacturing Company, talks with Mr. Hamilton, right, at the christening ceremonies.

The CARTER MART . . .

(continued from preceding page)

Designed by Christenson & Graham, Inc., of Pasadena, Texas, the mobile unit **Carter Mart** was built at the Greens Bayou plant of Sprague Welding & Machine Works. The unit is designed for 35 feet of water, and measures 75 feet between bottom of lower hull and second level of the top section.

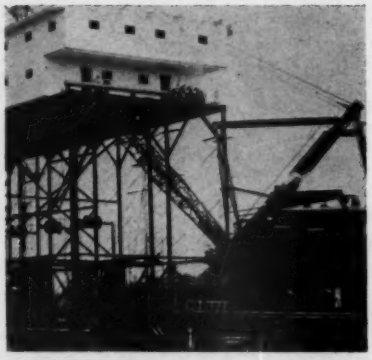
Construction . . . Considerable saving was realized by building the upper deck directly on the lower deck, erecting the columns, and using hydraulic jacks to raise the superstructure up 65 feet to its working position. Lift Slab, Inc., of San Antonio, Texas, did the hydraulic jacking operation.

An unusual pumping system, fast and efficient, was installed. Any, or all, of the compartments in the lower hull can be flooded or emptied by two 2,500 gal/min ballast pumps that can be controlled from a remote pump station.

The bottom hull, a former railroad car barge, is 230' x 99' x 11'9" deep and is raked bow and stern. Towing will be from the slot end.

Drilling machinery . . . A Wilson Manufacturing Company "Super

Fried chicken and boiled shrimp were part of the celebration for Morris & Hamilton's mobile unit. Above is W. C. Goins, head of the drilling mud department of Gulf Oil Corp. at Houston.



Non-drilling end of the CARTER MART, showing crew quarters and lower hull of the unit.

Titan 66" drawworks with LeBus grooving is powered by three 800-hp Waukesha diesel engines. Two Emsco D-1000 mud pumps and one Emsco D-300 mud pump are installed. Derrick is a Lee C. Moore 142-foot cantilever mast with a 1,025,000-pound capacity.

The **Carter Mart** was scheduled to leave in late August to drill for the Texas Company.

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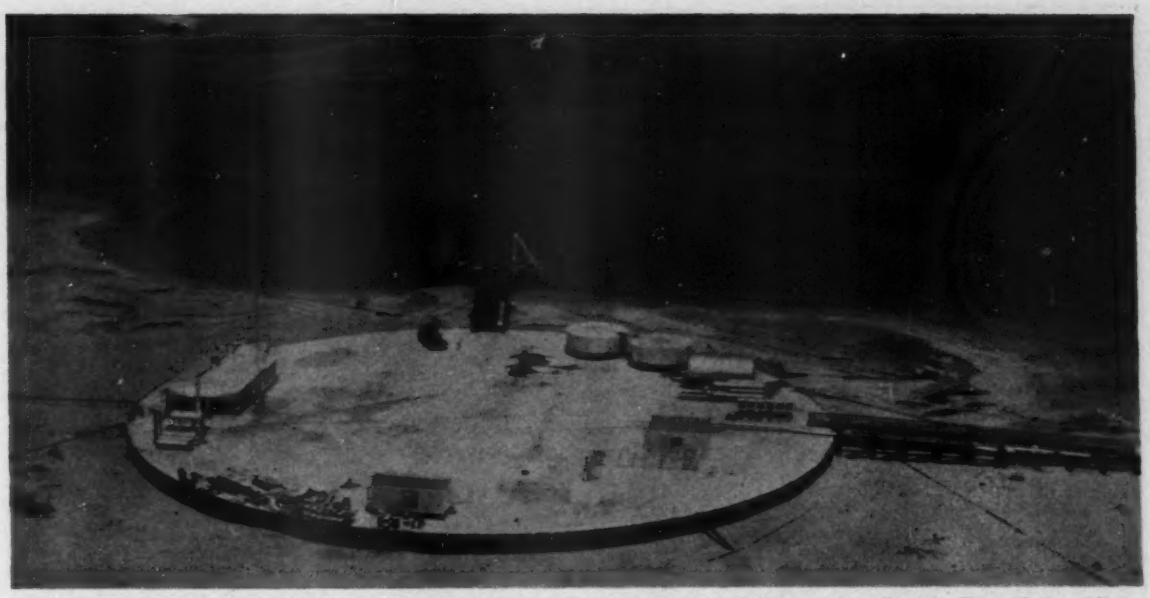


On this man-made island in the Breton Sound Area, off the east coast of Plaquemines Parish, Kerr-McGee Oil Industries, Inc., and Phillips Petroleum Company operate a gas-collecting and measuring station for the Block 36 field.

A gas-collecting station

On a Man-Made Island

Kerr-McGee and Phillips Petroleum needed a place to collect and measure gas, so they built an island

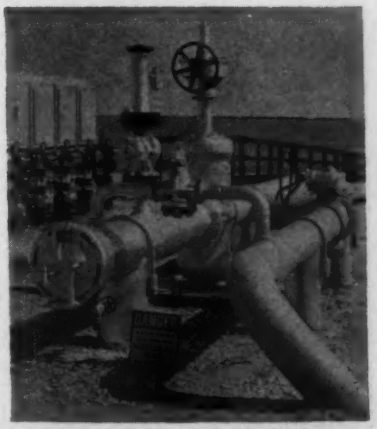
On a man-made island in the Breton Sound Area off Louisiana, Kerr-McGee Oil Industries, Inc., is operating a gas-collecting and measuring station.

Circular in shape and 220 feet in diameter, the island is 12 miles from land. It was made by filling in the space enclosed by a wooden barrier which looks much like a cross-section out of a gigantic barrel.

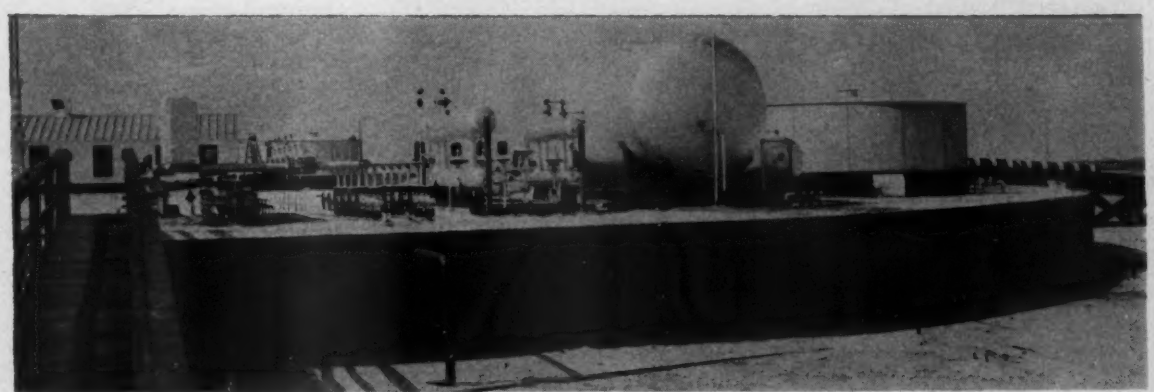
The installation is a joint venture of Kerr-McGee and Phillips Petroleum Company.

Gas from six wells in the Block 36 field is channeled through dehydrating heaters, where water is removed, before being injected into a Southern Natural Gas Company 12-inch pipe line to shore. From 10 to 24 million cubic feet of gas is dehydrated daily at the station.

The Block 36 field has two dually completed wells. One of the dual completions produces gas-distillate from one sand. The field, which lies 12 miles off Plaquemines Parish, was opened in 1948.



Pig trap entrance and 14-inch Unibolt union. The union has a 1,200 psi working pressure.



Close-up of the wood and metal barrier which encircles the man-made island. The circular barrier is made of creosoted wood sheet piling supported by steel horizontal bands—much like the cross-section of a tremendous barrel.

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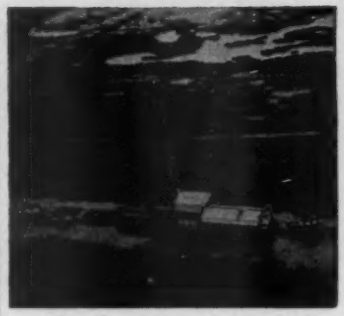

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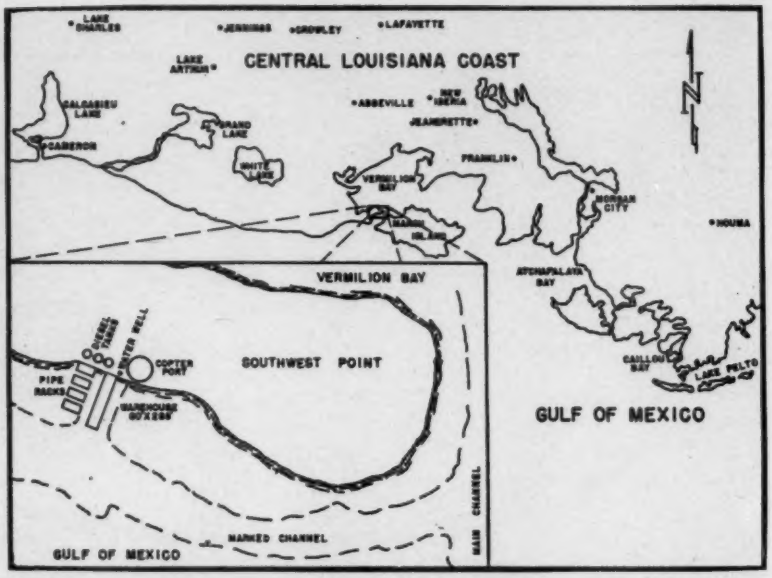

Map shows strategic location of Coastal Enterprises' new Southwest Pass supply base. Insert give diagram of the arrangement of the various facilities available at the base.

Coastal Enterprises

Depot Shortens Supply Trip

A supply base placed at Southwest Pass to Vermilion Bay saves 65 open sea miles

In order to whip the transportation bottleneck to the expanding marine drilling activities off Vermilion Parish, Louisiana, Coastal Enterprises has established stock and supply facilities at Southwest Pass to Vermilion Bay. This means that Vermilion Area operators will now have a deep-water port nearby, instead of having to use the ports of Morgan City and Cameron as supply bases—thereby saving 65 open sea miles.

In addition, the new depot will serve as a secondary transfer point for supplies from shallow water craft, out of Intracoastal City, to seagoing vessels.

A deep-water channel has been proposed for Vermilion Parish, opening into the Gulf at Fresh Water Bayou. However, it is probably several years away from construction and Coastal Enterprises felt that current needs called for immediate action.

The National Audubon Society, which controls, by grant, lands of the Southwest Pass, leased the necessary lands to Coastal Enterprises.

Warehouse construction and operation . . . A concrete wharf barge, 286' x 60', has been docked and tied to piling. This will be the principal warehouse and boats will be able to load from either side of it.

The "barge" warehouse has 950 square feet of floor space with crew quarters planned. Fresh water and diesel fuel tanks were placed at the end of the west slip and a copter port at the east end. Pipe racks will be constructed as shown on the map, above. Coastal Enterprises will have its own radio communication system, complete with a 100-foot tower.

Operators' supply boats will anchor in the pass, sheltered from the weather, and await calls for supplies from their rig. Milwhite mud will be sold exclusively through Coastal Mud Co.

Coastal Enterprises also plans a daily barge run to and from Intracoastal City for bulk supplies. This "commuter" barge will be equipped with a crane to speed loading and unloading operations and handle pipe at Southwest Pass.

At Intracoastal City, Coastal Enterprises has crew boats, office space and pipe storage facilities for marine operators. Quarters are also provided for customers' personnel.

SERVICE PERSONALITIES . . . . . In the News

Temple

Calvert

Commonwealth Oil Company Announces Appointments

Appointment of Howard M. Temple as secretary and C. H. Calvert, Jr., as production manager of Commonwealth Oil Company of Houston has been made.

Both men will serve in similar capacities in the Marine Gathering Company, a Commonwealth subsidiary, which is expanding its drilling activities.

Until recently, Temple was legal adviser to Pan American Production Company's land department, and was formerly with Hunt Oil Company in Dallas. He is a graduate of the universities of Kansas and Tulsa, and is a member of the American, North Dakota and Oklahoma Bar Associations.

Calvert will be in charge of Commonwealth's drilling and production activities in the Gulf Coast Area. He was formerly assistant division superintendent in the Houston office of D. D. Feldman Oil & Gas Company.

Delta Marine Drilling Picks Tarvin as Vice President

H. Thornton Tarvin has assumed duties as vice president in charge of operations for the Delta Marine Drilling Company. Company. Tarvin was associated for 23 years with Loffland Brothers Company, the last 6 years of which he was representative of the Contact and Contract Division in the New Orleans area. Prior to joining Delta Marine, he was vice president of the Shoreline Drilling Company with headquarters in New Orleans.

In addition to his responsibilities with Delta Marine, Tarvin will assist in the management and operation of Delta Gulf Drilling Company. Both companies are wholly owned subsidiaries of Delta Drilling Company.

Walter Schielke is Promoted By American Bridge Division

Walter Schielke, contracting manager at Birmingham, Alabama, for U. S. Steel's American Bridge Division, has been promoted to assistant to vice president and transferred to the Houston office.

Schielke succeeds J. H. Long, who was transferred to American Bridge's New York Office. Schielke is a graduate civil engineer from the University of Alabama and joined American Bridge in 1936 as an assistant contracting engineer. He was promoted to contracting engineer and later contracting manager at the division's Birmingham office.

Shell Names L. H. Curtis Head of Marine Transport

Capt. L. H. Curtis has been made superintendent of the transportation department of Shell Oil Company's New Orleans exploration and production area. Captain Curtis will direct marine transportation services for Shell's extensive offshore operations.

Curtis has more than 30 years of marine experience, receiving his unlimited master's license in 1931. He was in the U. S. Navy from 1940 to 1947 as port director at San Francisco, and, later, commander of the salvage vessel USS Clamp. In 1945 he was in charge of navy salvage in Japan. In 1946 he was operations officer for 126 vesels at Bikini atomic tests.

He joined Everett Steamship Corporation in 1948 as port captain and in 1950 he became assistant operating manager of Pacific Transport Lines. In 1953 he was terminal superintendent of Overseas Terminal, Ltd., at Honolulu.

Gulf Oil Appoints Roy Fly Houston Purchasing Agent

Gulf Oil Corporation has appointed Roy M. Fly purchasing agent for the Houston Production Division of Gulf Oil and Gulf Refining Company.

Fly came with Gulf in Tulsa in 1935, with the Gypsy Production Division. During World War II, he was assistant director of materials for the Department of Interior, Petroleum Administration for Defense. In 1953, he went to Mene Grande Oil Company at San Tome, Venezuela. In 1955, he was transferred to Houston as assistant purchasing agent for the Houston Production Division of Gulf Oil.

Herbert J. Lopez, Jr., seated, has assumed duties as assistant comptroller of George Engine Company, Inc., according to an announcement by Frank A. M. Williams, left, vice president and comptroller of the Harvey, La., firm. Lopez will serve as liaison officer between George Engine Company and two major finance companies handling the firm's commercial paper. He will also do liaison work with the customs office and will handle government mortgages and documentation papers covering sales of company built boats.

XUM

'Oilwell' Personnel Changes For Louisiana Announced

Two appointments and two transfers of "Oilwell" personnel have been disclosed by M. F. Jones, Gulf Coast manager for U.S. Steel's Oil Well Supply Division.

Nickola S. Butirich and Howard D. Harris were appointed field representatives at the Harvey and New Iberia, La., stores, respectively. Both men joined Oil Well Supply Division in 1955.

James S. Necessary, field representative at Lake Charles, was transferred to Houma, La. Since joining "Oilwell" in 1949, Necessary has been located at New Iberia in addition to Lake Charles.

W. H. Hiatt, district engineer at Lake Charles, moved to New Orleans as district engineer.

McCullough Tool Announces Major Personnel Changes

O. J. McCullough, vice president of McCullough Tool Company, has announced three major personnel changes on the Gulf Coast.

Bruce January, appointed sales engineer in Houston, transferred from El Campo where he has served as branch manager and salesman. January has been with McCullough nine years in Houston, Victoria, and El Campo, Texas.

Lawrence J. McNeeley was advanced to sales engineer at El Campo, replacing January. Joining McCullough in 1951, McNeeley was operating engineer at Beaumont prior to promotion.

Robert L. Picou, sales engineer at Houma, La., has had six years experience as an operating engineer. Picou attended Tulane University and was in the geophysical department of Shell Oil Company for nine years before joining McCullough.

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MR. GEORGE

(continued from page 36)

Clone dust collector, 30-hp water transfer pump, 7½-hp fuel oil transfer pump, and 5-hp bilge pump.

Safety features . . . Safety is one of the outstanding features of **Mr. George.** The diesel-electric power system reduces fire and explosion hazard to a minimum. Anchoring and propulsion systems are designed to give maximum safety to the operator's personnel, rig, structure and tenders at all times. Safety to delivery and operator's equipment, reliability of delivery, accuracy of weighing and time to get from one location to another have all been planned to give the best possible service in the safest manner.

The large mud stock, which makes the vessel a floating warehouse, will reduce the hazard of offshore drilling and save operating time because the ready availability of this large mud stock will assist in controlling high-pressure wells.

Marine base . . . Baroid's new marine terminal, now under construction on the Industrial Canal in New Orleans, will be home for **Mr. George.** Besides docking and transshipping facilities, this terminal will have the largest mud warehousing faciilties in the country. The warehouse will be backed up by a plant for manufacturing the product Baroid from both domestic and imported barite ores.

Facilities at Berwick, Louisiana, will also be utilized for keeping **Mr. George** supplied with mud.

Exhaustive testing and the recently completed series of actual deliveries have demonstrated that **Mr. George** is the safest, fastest, most convenient method of offshore mud delivery available.

The Five Star

Oil Report:

Thousands of well-record cards help Five Star report drilling news in three states.

Drilling News in a Hurry

Providing thousands of facts daily on individual drilling projects in three states is quite a job

Ever since Colonel Edwin Drake first peered down a casing at an oil slick, leaders in the industry have been keenly interested in that old "grease groove," the oil reservoir. Finding that groove—or several such grooves—is frequently what made the men industry leaders.

So, massive mobile units may come and frogmen geologists may go below, but the location and characteristics of oil pools is still the bread and meat of oil news.

Using a newsgathering system which would do credit to many a newspaper, Five Star Oil Report, Inc., has in six years become a leader in the business of daily news coverage of drilling projects throughout Texas and parts of New Mexico and Louisiana.

The daily report issued by the company from publication offices in Midland, Houston, and Dallas, Texas, covers hundreds of oil projects. The report requires dozens of pages per copy, despite extensive use of abbreviations to conserve space.

Two tenets . . . Speed and accuracy characterize the Five Star news service.

Picking up a copy of the Five Star daily report shortly before going home in the afternoon, a Houston (or Midland or Dallas) oilman may read of a discovery well flowing on potential 20 miles off Louisiana, a dry hole off South Texas, and a drillstem test in Calhoun County, Texas—all of which took place within 24 hours of the time the report reached his hands. News picked up by any Five Star correspondent before 2 p.m. may appear in the report issued at 3 that same afternoon. Oilmen in the publication cities receive their reports shortly thereafter by delivery boy. The reports go to outlying areas swiftly by mail.

To ensure accuracy, Five Star gathers its information only from operators of the project concerned and from official records of state oil and gas agencies. The quantity of facts which the report contains each day is staggering. Several hundred projects are included, and the facts for each may range from a few to several hundred. Location reports are simple, with 10 to 20 salient bits of information. At the other extreme are drilling reports such as that published in recent months on a prospector in Bastrop County, Texas. The report on that one project covered most of two legal-length, single-typed, pages—and there were no wasted words, just information.

To begin with . . . Five Star began its newsgathering chores in 1950, with reports issued the same day from publication offices in Midland, Houston, and Dallas. The company was formed by five men with a total of 90 years of oil reporting experience between them. Without a subscriber signed, the partners pub-

(continued on next page)

Five Star editors handling offshore drilling are Ray Graham, left, Louisiana editor, and Carl Fink, Jr., right, Texas and Gulf Coast editor.

XUM

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Drilling News In a Hurry

(continued from preceding page)

lished complete reports the very first day, May 15. In Houston, 100 copies were taken down to the Esperson Buildings and distributed to oil company offices free. The next morning a flood of letters, telegrams, and telephone calls showed the partners their service had a future.

To obtain coverage about individual projects in Texas, southeast New Mexico, and south Louisiana, Five Star has 12 correspondent offices. Coverage of south Louisiana —both inshore and offshore—is furnished by correspondents at Houma, Lafayette, Lake Charles, and New Orleans, where district offices of the state's Department of Conservation are located. Texas coverage is provided by eight correspondents, using an eight-station teletype network.

A drilling report covering all Louisiana offshore projects, development and wildcat, is published each Monday. The Texas offshore drilling reports appear each Monday and Wednesday.

The key men . . . Ray Graham is Louisiana editor, with his headquarters in Houston. Gulf Coast and Texas editor is Carl Fink, also at Houston. E. N. Redden, Houston, is general manager for the company. West Texas manager is Bill Thorn. All four men are part owners of the company.

The daily oil report is only one of the services offered by Five Star. Also available are duplicate copies of thousands of well records of projects in south Louisiana, Texas and southeast New Mexico—covering wells drilled from 1940 to the present.

In addition Five Star regularly publishes books on oil and gas development in specific regions. Two such books recently published are "The Oil & Gas Fields of Southeast Louisiana" and "The Oil & Gas Fields of Southwest Louisiana." The books are valuable exploration and development tools. They provide a comprehensive collection of data on specific fields, including information on field locations, potentials of all pay openers, structures, productive zones, operators, allowables, market outlets, and production records. A large collection of contour maps, electric log reproductions, cross sections, location plats, and correlation charts round out the useful data. The two Louisiana books were compiled and edited by Five Star book editor Arthur Troutman.

U. S.

Patent

No. 2,631,742

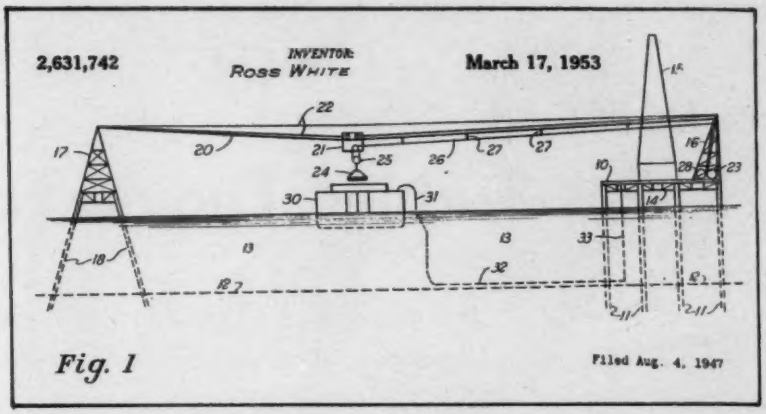


Fig. 1

By using a cable car transportation line strung between two towers, a drilling tender could be located at right angles to and at a distance from the platform, minimizing the chance of collision in heavy seas.

A Unique Mooring Arrangement

Houstonian Ross White's invention minimizes possible danger of tender-platform collisions

Placement of vessel and fixed structure in tender-platform operations is standardized at present, but a patent granted in 1953 suggests an innovation in arrangement which may well have definite advantages over the system now in use.

By positioning the tender so that the platform is on its beam and at a considerable distance away, the danger of the vessel crashing into the platform in heavy seas is reduced.

Material and men would be transferred between tender and platform on a high line strung between two towers. The line would cross the ship at or near the longitudinal center, where the effect of wave action is least felt. This would reduce the difficulties of operating in rough weather, and drilling could continue when other rigs are shut down.

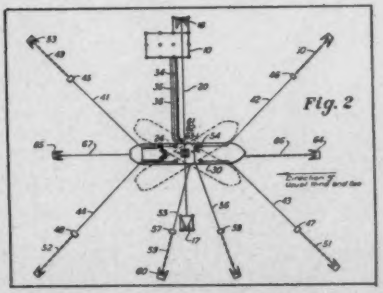


Fig. 2

Plan view of the mooring arrangement, showing the extent tender could be maneuvered to be kept always headed into prevailing sea forces.

The patent, U.S. No. 2,631,742, was granted to Ross White of Houston, Texas, on March 17, 1953. Application had been made on August 4, 1947. White assigned the patent to Brown & Root, Inc., of Houston.

This is:

HOW IT WORKS

FIGURE 1 shows a platform, 10, on piling, 11, with light cross braces, 14, derrick, 15, and a tower, 16. At 12 is the floor of the body of water, 13. About 500 feet from the drilling platform is a second tower, 17, on pilings, 18.

A cable, 20, is strung between the towers, and on it travels a wheeled carriage, 21. Traversing cable, 22, is used to pull the carriage. Reversible winch, 23, provides carriage movement. A skip, 24, is supported on a hook depending from sheave, 25, hung below the carriage by hoist line, 26. The hoist line passes through guides, 27, and over sheave at tower, 16, to reversible winch, 28.

The tender, 30, is moored beneath the cableway. A flexible hose, 31, and underwater pipe, 32, on the ocean floor, carry fluid materials from tender to platform through riser, 33.

FIGURE 2 is a plan view, and shows preferred method for mooring the vessel. Cables, 41-44, connect to spring buoys, 45-48. Heavy chains, 49-52, connect the buoys to Eell anchors such as shown at 53. Cables pass through rotary chocks to power winches, as at 54. This makes it possible for the vessel to be kept directed into the wind, within limitations imposed by the geometry of the moorings.

The length of the vessel should be substantially less than the distance between platform 10 and tower 17 to minimize the possibility of one end of the vessel swinging against the platform in case it breaks loose from the moorings at one end.

To further guard against the vessel striking the platform, side moorings with cables 55 and 56, spring buoys 57 and 58, and 62, and stationary pulley, 63, control side movement. Bow and stern moorings, 64-67, can be added.

In use, the towers, 16 and 17, are placed so that a line drawn between them is at right angles to the direction of the prevailing wind and seas. With the vessel, 30, headed into the wind, this places the cable, 20, athwartship.

There is some latitude as to where the cable passes over the tender, but it is best located at the vessel's center. This minimizes the effect of pitch, and makes it possible to transfer men and material from ship, 24, to vessel in relatively heavy weather.

Fluid conduits shown, 34, 35, and 36, are for carrying low pressure mud, fuel oil, and water.

XUM

Clark Brothers offer

Gas Turbine Engine For Drilling

First gas turbine small enough for drilling rig power develops 1,130 horsepower, offers variety of fuels

Clark Brothers Company, one of the Dresser Industries, is now offering the first gas turbine engine small enough to be used for drilling rig power. The unit develops 1,130-bhp and can use gas or low grade fuels. Use of gas turbines for applications requiring more than 3,500-bhp is well established in the United States, but turbines of less horsepower have not previously been commercially available in this country.

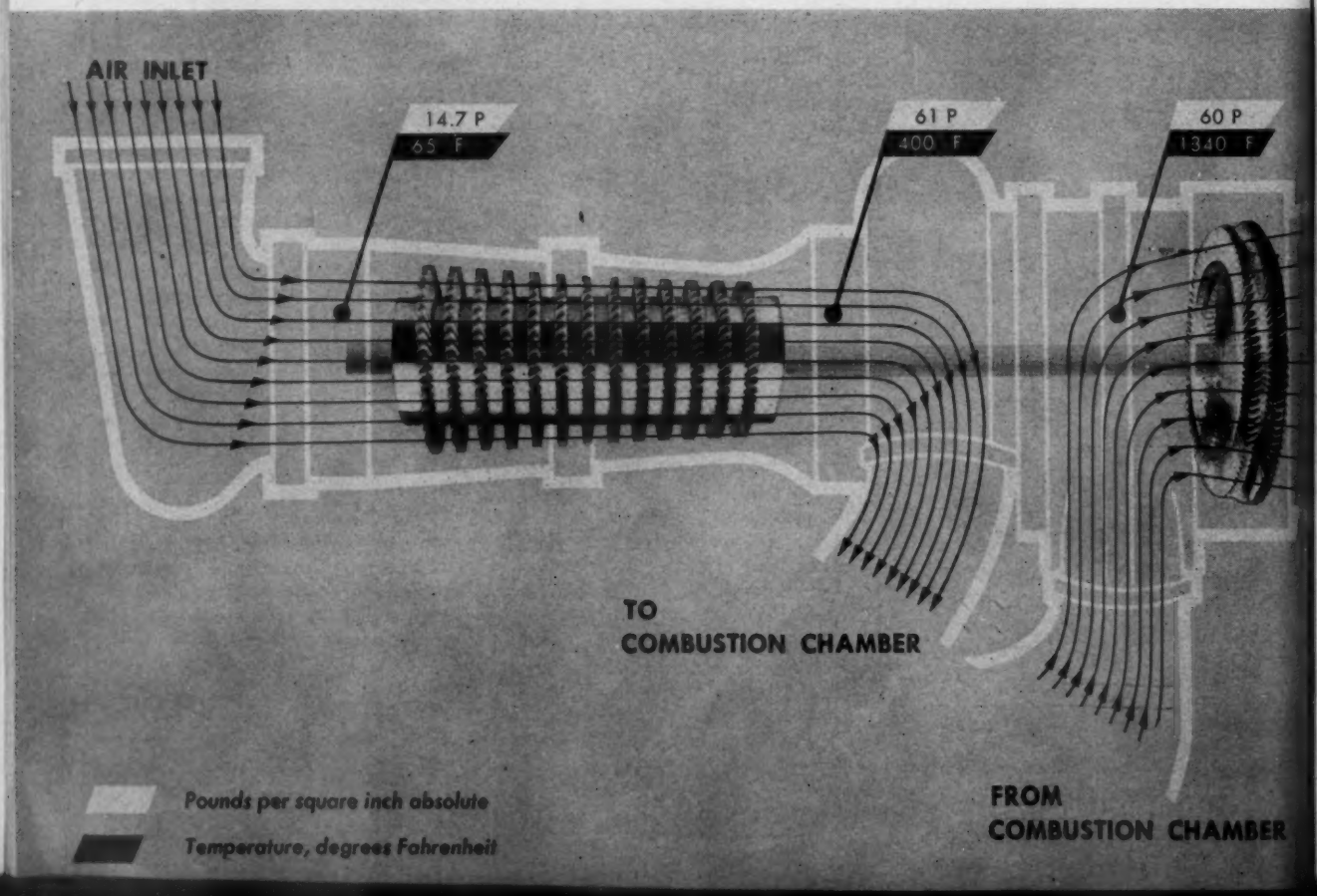
Clark Brothers, an Olean, New York, firm, will offer the turbines as the result of an agreement with Ruston-Hornsby Ltd., of Lincoln, England, for the manufacture and sale of the Ruston Mark TA Gas Turbine in the United States.

The price of the turbine is about $100 per horsepower, at present. But F. W. Laverty, executive vice president of Clark Brothers, reports the price will be materially reduced when the company's new plant goes into operation. The plant probably will be built somewhere in the south, possibly in the Birmingham, Ala., area. Complete turbine-driven electrical power plants will be offered to the drilling industry.

The Mark TA is similar in design to the Clark Type 302, 8,500-bhp, gas turbine. More than 40 of the Mark TA turbines and 13 of the Type 302 turbines are operating or will be operating soon.

Advantages . . . Light weight, compactness, air cooling, flexibility of fuel choice, ruggedness, and long

BELOW: Flow diagram for non-regenerative gas turbine cycle. Air drawn in through inlet, far left, by axial compressor, left center, is fed into the combustion chamber for mixture with fuel. The heated fuel-air mixture emerges from the chamber and passes through turbine blades to rotate shaft to axial compressor and shaft to driven machinery.



life are inherent features of the Mark TA. The Mark TA weighs six tons without the regenrator, and is 16 feet long. The turbine can be divided into two 8-foot sections for easy portability. Because of the turbine's vibrationless operation only light foundations are required. A three-point support eliminates alignment problems.

Extreme flexibility of installation of the unit is possible because compressor discharge, turbine inlet, and the compressor inlet volume can be rotated to any one of 24 positions. The exhaust ducting can be arranged for either up or down connections. The turbine can also be supplied on a skid base which requires no foundation.

Performance . . . The Mark TA Gas Turbine operates on a simple open cycle. It is a dual shaft, series flow unit. The nominal low pressure or output turbine speed is 6,000 rpm. Output speeds of 1,500 to 1,800 rpm are available through the use of built-in planetary gears. Other speeds can be provided.

Axial compressor . . . Combustion air is supplied by a 13-stage axial flow compressor at a pressure ratio of 4.0 and a flow of approximately 22-lb./sec. The compressor is driven through a flexible coupling

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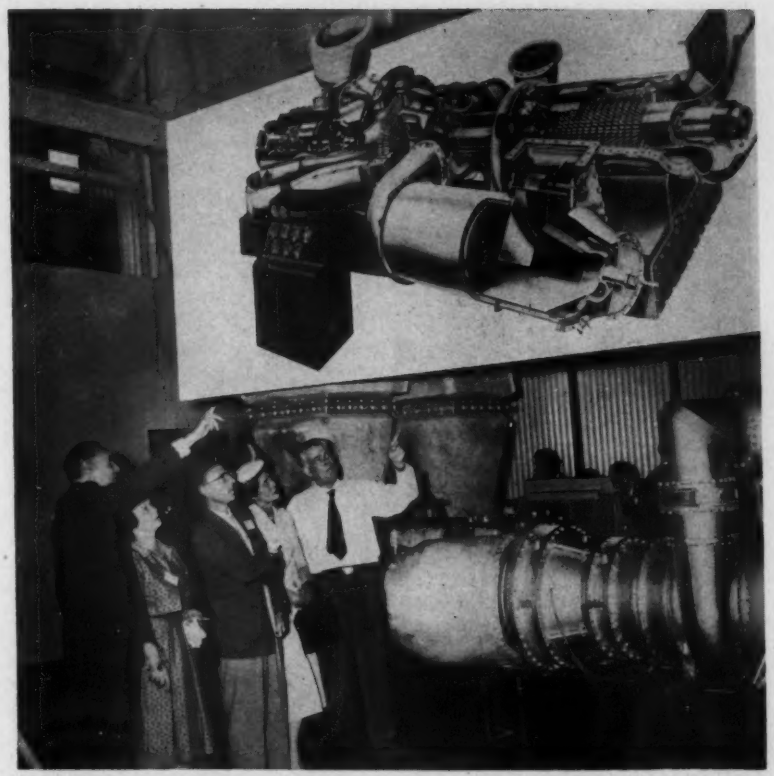
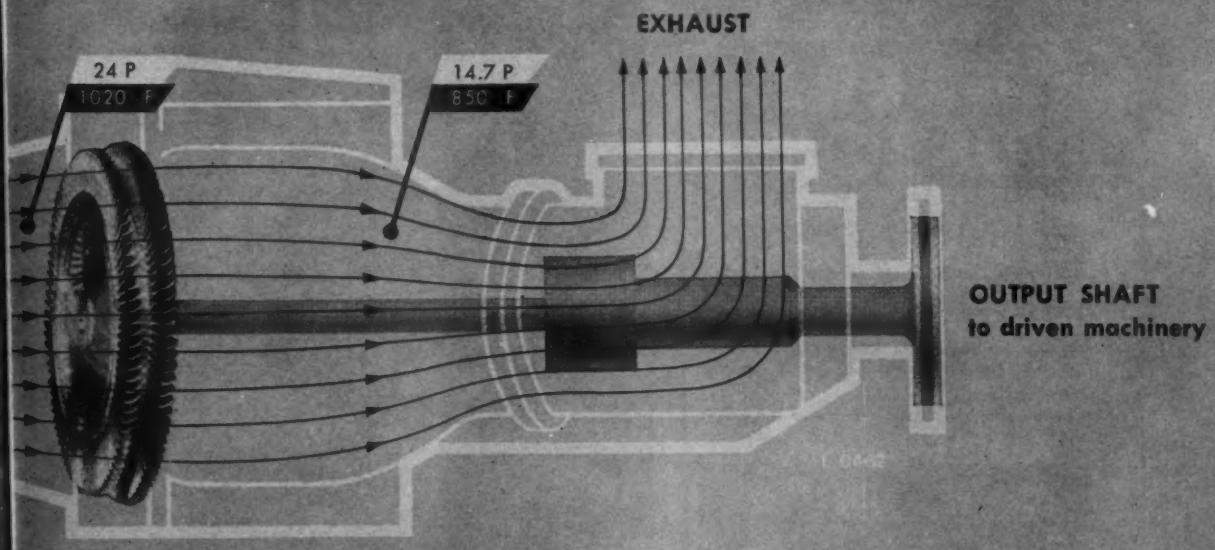


Present at a special press preview of the new Clark Mark TA Gas Turbine were more than 50 trade publication editors. Left to right are: F. W. Laverty, executive vice-president of Clark Brothers; Miss E. Sydney Newman, editor of "Mechanical Engineering"; Robert G. Deering, associate editor of the "Oil & Gas Journal"; Mrs. O. Phillips, editor of "World's Business"; and Gordon Lefeever, general manager of the Turbo Products Division, Clark Brothers Co.



When maximum fuel economy is desired, a regenerator can be furnished. Heat from the exhaust gases is used to pre-heat air going to the combustion chamber, thus reducing fuel consumption.

Thirteen-stage axial compressor of the Mark TA Gas Turbine. The unit is designed for maximum accessibility.

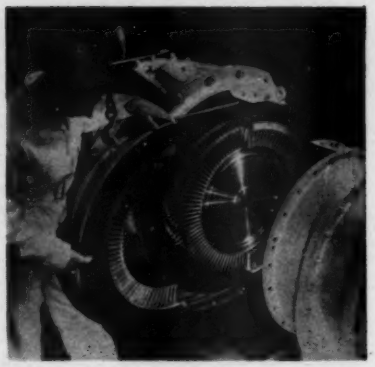
Gas Turbine . . .

(continued from preceding page)

by the high pressure turbine at approximately 11,500 rpm. The compressor case is split on the horizontal center line for ease of assembly and accessibility. The rotor is of disc construction, with the blades mounted between the discs. A central, prestressed, bolt ties the assembly together. Blading is designed with low loading factors, resulting in long life and high efficiency. The compressor and turbine rotors are dynamically balanced.

Combustion chamber . . . Combustion of the fuel is accomplished in a single elbow-type combustion chamber with a single burner. The use of a single combustion chamber permits the simplest possible arrangement without the difficulties associated with multiple chambers. The fuel-air combustion mixture leaves the combustion chamber at a temperature of 1,340 degrees Fahrenheit, and leaves the last, or low pressure, turbine at only 850 degrees Fahrenheit. The reduction in heat is caused by the excess air introduced for cooling the outer shell and turbine blades.

Turbine . . . The turbines consist of high and low pressure units. The high pressure turbine, which is a two-stage unit, operates at a speed of 11,500 rpm, driving the axial compressor. The low pressure turbine, also a two-stage unit, operates at 6,000 rpm. The turbine blade roots and the discs containing them are cooled by air taken from the axial compressor. Being overhung, the turbine wheels can be removed without disturbing the shaft or bearings. The heaviest component handled in normal maintenance weighs approximately 500 pounds.



Both turbine and stator are readily accessible. Unit can be inspected one hour after it is shut down.

Operation . . . The turbine will accept a full load within two minutes after starting. The compressor is turned over by a 24-volt DC starter motor. Then, with the assistance of the burner, the compressor is brought up to a speed of 5,000 rpm. At this speed the starting motor automatically disengages. The compressor and high pressure turbine continues to accelerate to an idling speed of 6,000 rpm.

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NEW PRODUCTS and Literature

Belock Now Producing New Compass That Has North-Seeking Gyro-Sphere

A new, low-cost gyro-compass system has been introduced by The Maritime Division of Belock Instrument Corporation.

The Belock gyro-compass system has ultra-sensitive indicators which give accuracy and improved performance. Further economies in primary cost, installation and maintenance are achieved by design of smaller components.

The master compass, "heart" of the system, has sensitivity and reliability through the use of a new exclusive gyro-sphere. This north-seeking gyro-sphere contains two gyro wheels, rotating at 20,000 rpm. It floats on supporting fluids which provide practically frictionless support with perfect damping. The gyro-sphere is suspended in a dual gimbal arrangement to eliminate vibration. The master compass can also be linked to any standard auto-pilot system, radar, loran, etc.

An 8-page brochure describing the Belock Gyro-Compass system is available. **For further information write Maritime Division, Belock Instrument Corporation, College Point, New York.**

Offshore Lifting Hook Being Made By Gar-Bro Manufacturing Company

Gar-Bro Manufacturing Company is now producing a new lifting hook for heavy chores in offshore operations.

The hook, pneumatically operated and electrically controlled, can be operated by pushbutton from the cab of a crane. It is made in two sizes—6 and 12-ton capacities—and is all welded and reinforced. The hook is positive in action. Although its jaws open wide for easy pickup, they overlap in closing and cannot open with any load suspended.

For further information write Gar-Bro Manufacturing Company, 2415 E. Washington Blvd., Los Angeles, Calif.

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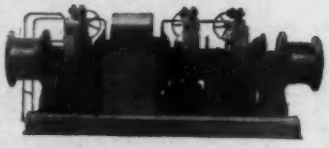

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New Cleaver-Brooks Boiler Utilizes Latest Control and Safety Devices

Cleaver-Brooks' new 200-hp, self-contained boiler incorporates the latest combustion and safety devices and utilizes modern fuels. It is offered in the following series: series 100, light oil; series 200, No. 2 oil and gas; series 400, No. 6 oil and gas; series 600, No. 6 oil; series 700, straight gas.

The C-B 200 has full modulating burner, silent oil pump, davited rear and front doors which expedite tube removal and cleaning.

It has a caseless fan that draws combustion air into a large plenum chamber. The greater area of the plenum chamber deadens noise.

The control system programs all burner and accessory functions, from light-off to shut down, with complete safety. A totally enclosed control panel, located at operator level, contains burner relay, blower motor starter and control switches. As assembly containing both electric and steam preheater is encased in a single shell. All boilers are fiberglass insulated and then covered with 16 gauge metal lagging. **For further information write Cleaver-Brooks Company, Publicity Dept., 326 East Keefe Ave., Milwaukee 12, Wisc.**

Sperry's Mobile Inspection Service Ultrasonically Finds Metal Defects

A new mobile inspection service, able to determine condition of equipment—drilling, pipeline, offshore structures, etc.—by detection of flaws, fatigue, or corrosion, is available through Sperry Western, Inc., at Lafayette, La. These in-place and on-the-spot inspections are made ultrasonically, using the Sperry Reflectoscope and Reflectogage. The Reflectoscope is used to determine defects in metals and other materials and will find discontinuities to 30 feet in aluminum, and farther in steel; the reflectogage measures thickness of metals and other materials up to four inches and is accurate to plus or minus 2 percent.

Rigs are ordinarily inspected when they are out of service. Defects are noted and permanent records showing defects are furnished. Ultrasonic inspections of welds can be accomplished in about half the usual time and at less cost, allowing quicker correction and less delay. **For further information write Sperry Western, Inc., Lafayette, La.**

EXPLORATION VESSELS . . .

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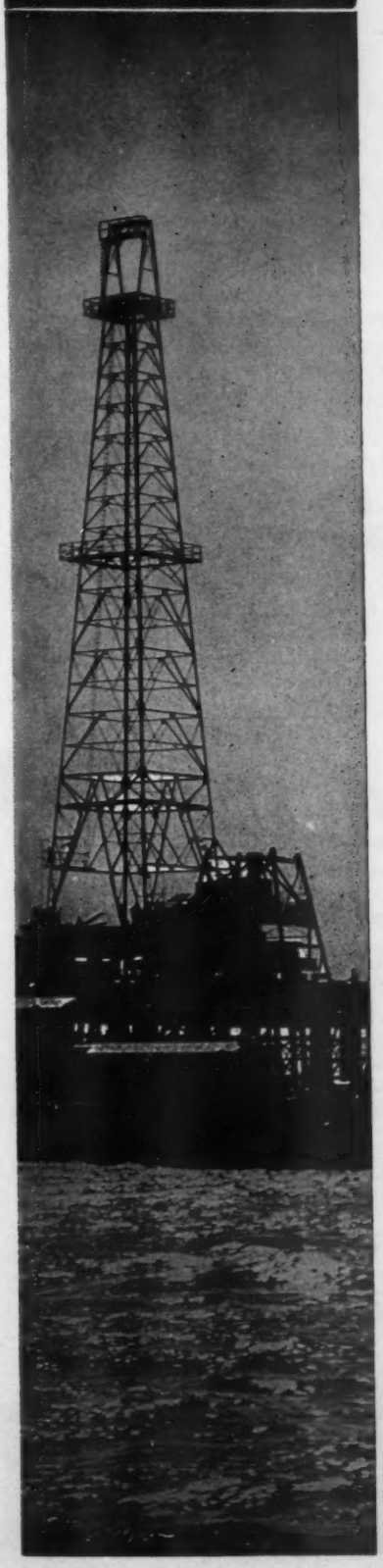


Plaquemines Wildcats Final

Strike two miles south of West Delta 55 field makes 424 barrels daily, South Pass 41 gets pay

A second and shallower pay was opened in the South Pass Block 41 field off Plaquemines Parish when The California Company completed its No. 1 State Lease 2566, in Block 41.

Through an 11/64-inch choke and perforations between 7,964-78 feet, the strike made 160 barrels of oil, plus 20 percent water, daily. The well had originally been drilled to 12,231 feet and temporarily abandoned, in November, 1955.

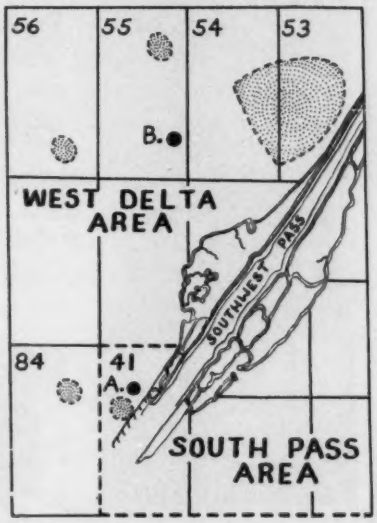
Field opener and lone producer was Calco's No. 1 State Lease 2553, which made 238 barrels daily through perforations between 10,096-108 feet. Completed in early 1955, it had an allowable of 251 barrels daily.

The field is adjacent to the West Jetty at the entrance to the Southwest Pass of the Mississippi River.

Wildcat completions off Plaquemines Parish in August resulted in the opening of a new field in the West Delta Area and adding of a second pay in a South Pass field.

A CATC wildcat about two miles south of the West Delta Block 55 field is complete as a prolific oiler from pay below 12,000 feet.

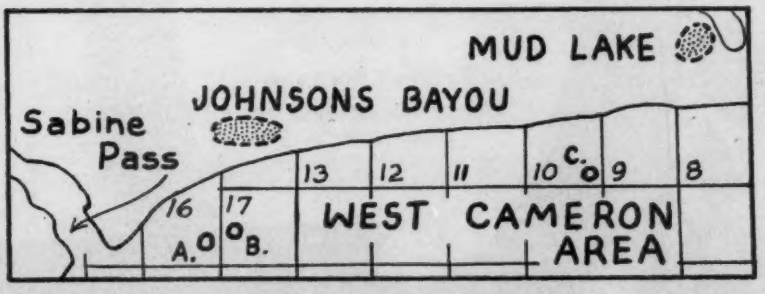
Continental Oil Company No. 1 State Lease 1071 (OCS 0150), in Block 55, made 424 barrels of 47.6 gravity oil daily through a 12/64-inch choke and perforations between 12,200-210 feet. Gas-oil ratio was 8,710-1. The well had been drilled to 12,521 feet.



Wildcatting near the Southwest Pass of the Mississippi River resulted in two discoveries recently. At "A" The California Company opened a second and deeper pay in the South Pass Block 41 field. At "B" the CATC group finaled a 424-barrel strike.

The West Delta Block 55 field has a single shut-in gas producer, completed through perforations between 4,844-52 feet.

CATC's new discovery is also about three miles west of CATC's Block 53 field, with oil pays between 6,365-12,169 feet, and about three miles east of the group's Block 56 oil field, with a single producer perforated between 4,361-65 feet.



Mecom Petroleums and Magnolia Petroleum Company each staked wildcats near Sabine Pass in August. A new Mecom Petroleums wildcat at "A" was offset by Magnolia's prospector at "B". Earlier Mecom had abandoned a wildcat in Block 16 after drillpipe stuck. A second Mecom wildcat was set for "C" in Block 10, right.

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Activity Near Sabine Pass Picks Up With 3 Wildcats

Activity in the vicinity of Sabine Pass picked up recently when two companies staked three wildcats within three miles of shore in the western half of the West Cameron Area.

Mecom Petroleums, which had already drilled and abandoned two wildcats in adjoining blocks near the pass, scheduled two of the new prospectors. Magnolia Petroleum Company planned a third, offsetting one of the new Mecom wildcats.

Mecom Petroleums No. 2 State Lease 784 will go to 12,500 feet in Block 16, three miles from the pass. The company recently abandoned the No. 1 well in the same block after drillpipe stuck. Total depth was 9,601 feet, in a sidetrack hole, with scheduled depth 11,500 feet.

Magnolia's prospector, No. 1-A State Lease 2922, is in Block 17, about 3/4-mile east of the new Mecom test. It will go to 14,000 feet.

In Block 10, about 18 miles east of Sabine Pass, Mecom Petroleums will drill its No. 1 State Lease 1572 to a depth of 14,000 feet.

Stanolind Test in Vermilion Area Finaled for 118 Barrels

The Vermilion Area off Vermilion Parish gained a new gas-distillate discovery with the completion of Stanolind Oil & Gas Company's No. 1 State Lease 861, in Block 14.

No. 1 finaled for a flow of 118 barrels of 49.2 gravity distillate daily through a 16/64-inch choke and perforations between 10,352-62 feet. Gas flow was 4.4 million cubic feet daily, and there was 72 percent basic sediment and water. The well went to 10,502 feet.

The Stanolind strike is about three miles northeast of a Union Oil Company of California well which blew out in June after striking a gas sand at 11,435 feet. Union's well is in Block 26.

Mecom Discovery Extends West Cameron Block 45

Mecom Petroleums has finaled its No. 1-D State Lease 1134 as a new gas-distillate pay opener and a northwest extension to the West Cameron Block 45 field, off Cameron Parish. The strike is 8,800 feet from pro-

(continued on next page)

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(continued from preceding page)

duction, and is in Block 45 of the West Cameron Area.

No. 1-D made 25 barels of condensate and 1.5 million cubic feet of gas daily through a 3/16-inch choke and perforations between 9,644-56 feet. Gravity was not reported. The well will be dually completed later.

Vermilion Area Prospector To Be 48 Miles from Shore

Off Vermilion Parish, a wildcat has been staked 48 miles at sea while a test closer to shore was abandoned temporarily after perforating.

Shell Oil Company will drill the No. 1 Shell-Humble (OCS-0493) to a depth of 11,000 feet in Block 164 of the Vermilion Area. C. G. Glasscock Drilling Company is the contractor. The prospector is in a Shell lease, with Humble holding adjoining Block 165. Nearest production is 28 miles to the north-northeast, in Block 76 field.

Pure Oil Company temporarily abandoned its No. 1 OCS Lease 0558 in Block 66 after setting casing and perforating between 8,068-70 feet. No other details were released. The wildcat was about three miles northwest of the Block 76 field.

CATC Seeking Permission For E. Cameron Structures

Continental Oil Company, operator for the CATC group, has asked Corps of Engineers permission to erect structures for drilling in Blocks 58, 59, 70, and the north halves of 60 and 61 of the East Cameron Area. The blocks are about 20 miles south of the shore of Cameron Parish.

In recent months Continental has completed two dry gas discoveries in East Cameron Block 62.

The California Co. Plans Wildcat Near Bay Marchand

Two miles southeast of the Bay Marchand Block 2 field The California Company has scheduled its No. 1 Louisiana State 932 as a 9,000-foot prospector. Noble Drilling Corporation is contractor for the test, which is to be in Block 26 of the Grand Isle Area.

Chandeleur Sound Wildcat Abandoned at 8,010 Feet

A wildcat in Block 68 of the Chandeleur Sound Area, off St. Bernard Parish, has been abandoned. Lamson, Bennett & Cole drilled their No. 1 State Lease 2459 to a total depth of 8,010 feet.

OFFSHORE LOCATIONS

TEXAS

Galveston County: Standard Oil Co. of Texas 1 Federal 104, wildcat. Federal Tract 104(L), Galveston Area. Proposed depth 9,000 feet.

Jefferson County: Magnolia Pet. Co. A-8 Texas Gulf Tract 10, High Island Block 10-L. Block 10(L) High Island Area. Proposed deptth 12,000 feet.

Kleberg County: Standard Oil Co. of Texas 45 State Lease 945; Chevron field. State Tract 945(S), Mustang Island Area. Proposed depth 8,500 feet.

Kleberg County: Sun Oil Co. 2 State-Gulf "A" 976(S), Sprint field. To be drilled from Padre Island. Proposed depth 13,500 feet. State Tract 976(S), Mustang Island Area.

LOUISIANA

Cameron Parish: The California Co. M-5 State Lease 1367, Bay Marchand Block 2. Block 2, Bay Marchand Area. Proposed depth 6,200 feet.

Cameron Parish: Mecom Petroleum 1 State Lease 1572, wildcat. Block 10, West Cameron Area. Proposed depth 14,000 feet.

Cameron Parish: Continental Oil Co. (CATC) 1-A OCS 0155 (State Lease 1193) Block 50, wildcat. Block 50, East Cameron Area. Proposed depth 14,000 feet.

Cameron Parish: Continental Oil Co. (CATC) 3-A OCS 0161 (State Lease 1204), East Cameron Block 62. Block 62, East Cameron Area. Proposed depth 14,000 feet.

Cameron Parish: Mecom Petroleums 2 State Lease 784, wildcat. Block 16, West Cameron Area. Proposed depth 12,500 feet.

Cameron Parish: Magnolia Pet. Co. 1-A State Lease 2922, wildcat. Block 17, West Cameron Area. Proposed depth 14,000 feet.

Cameron Parish: Magnolia Pet. Co. 1-A State Lease 1136, West Cameron Block 55 area. Block 55, West Cameron Area. Proposed depth 13,000 feet.

Cameron Parish: Magnolia Pet. Co. C-1 State Lease 1152, West Cameron Block 110. Block 109, West Cameron Area. Proposed depth 13,000 feet.

Cameron Parish: Magnolia Pet. Co. A-1 State Lease 1153, West Cameron Block 110. Block 110, West Cameron Area. Proposed depth 13,000 feet.

Cameron Parish: Magnolia Pet. Co. A-2 State Lease 1153, West Cameron Block 110. Block 110, West Cameron Area. Proposed depth 12,000 feet.

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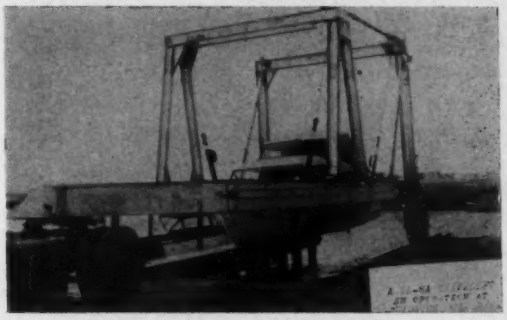

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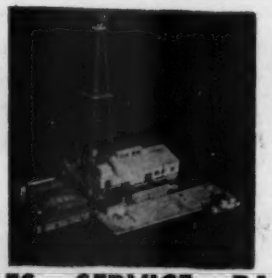

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Lafourche Parish: The California Co. 1 State Lease 932, Bay Marchand Block 2. Block 26, Grand Isle Area. Proposed depth, 9,000 feet.

Lafourche Parish: Phillips Pet. Co. B-4 (Bamar "B") State Lease 1368 (OCS 0222), Bay Marchand Block 2. Block 4, Bay Marchand Area. Proposed depth 9,000 feet.

Lafourche Parish: The California Co. 4 State Lease 1365, Bay Marchand Block 2. Block 1, Bay Marchand Area. Proposed depth 5,500 feet.

Lafourche Parish: The California Co. 1 State Lease 1367, Bay Marchand Block 2. Block 3, Bay Marchand Area. Proposed depth 5,500 feet.

Lafourche Parish: Phillips Pet. Co. C-1 State Lease 1369, Bay Marchand Block 5. Block 5, Bay Marchand Area. Proposed depth 15,000 feet.

Plaquemines Parish: Kerr-McGee Oil Inc., Inc., 1-G State Lease 1227, Breton Sound Block 32. Block 32, Breton Sound Area. Proposed depth 5,900 feet.

Plaquemines Parish: The California Co. 13 State Lease 1277 (OCS 0371), Main Pass Block 69, Block 68, Main Pass Area. Proposed depth 5,700 feet.

Plaquemines Parish: The California Co. 1-D La. State Lease 1923 et al Unit 3, South Pass Block 24. South Pass Area. Proposed depth 8,400 feet.

Plaquemines Parish: The California Co. 8-D La. State Lease 1923, South Pass Block 24. South Pass area. Proposed depth 8,400 feet.

Plaquemines Parish: Shell Oil Co. 1 State-O'Brien Unit "C", South Pass Block 24. South Pass area. Proposed depth 9,500 feet.

Plaquemines Parish: Shell Oil Co. 31-B State Lease 1388, South Pass Block 24. South Pass area. Proposed depth 9,750 feet.

Plaquemines Parish: Shell Oil Co. 33-B State Lease 1388, South Pass Block 24. South Pass area. Proposed depth 8,900 feet.

Plaquemines Parish: Shell Oil Co. 34-B State Lease 1388, South Pass Block 24. South Pass area. Proposed depth 9,750 feet.

Plaquemines Parish: Shell Oil Co. 35-B State Lease 1388, South Pass Block 24. South Pass area. Proposed depth 9,850 feet.

Plaquemines Parish: Shell Oil Co. 48 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed depth 9,750 feet.

Plaquemines Parish: Shell Oil Co. B-5 State Lease 1008 (OCS 0350), South Pass Block 27. Block 24, South Pass Area. Proposed depth 9,000 feet.

Plaquemines Parish: The California Co. A-3 State Lease 2592, South Pass Block 39. Block 39, South Pass Area. Proposed depth 9,000 feet.

Plaquemines Parish: The California Co. 2-A State Lease 2566, South Pass Block 41. Block 41. South Pass Area. Proposed depth 7,500 feet.

Plaquemines Parish: Humble Oil 1 State Lease 1067, West Delta Block 25. Block 25, West Delta Area. Contract depth not reported.

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Plaquemines Parish: Continental Oil Co. (CATC) 1 OCS 0142-State Lease 975, wildcat. Block 50, West Delta Area. Proposed depth 14,000 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 2 State Lease 987, wildcat. Block 82, West Delta Area. Proposed depth 11,000 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 4 State Lease 2551, West Delta Block 84. Block 84, West Delta Area. Proposed depth 11,000 feet.

Plaquemines Parish: The California Co. 2 State Lease 2588, wildcat. Block 2, South Pass Area. Proposed depth 10,500 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 2 State Lease 987, wildcat. Block 82, West Delta Area. Proposed depth 11,000 feet.

Plaquemines Parish: The California Co. 2 State Lease 2593, wildcat. Block 83, West Delta Area. Proposed depth 10,000 feet.

Plaquemines Parish: The California Co. 14 State Lease 1277 (OCS 0371), Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 8,300 feet.

Plaquemines Parish: Shell Oil Co. 6 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,200 feet.

Plaquemines Parish: Shell Oil Co. 7 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,200 feet.

Plaquemines Parish: Shell Oil Co. 7 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,200 feet.

Plaquemines Parish: Shell Oil Co. 11 State Lease 1357, Main Pass Block 69. Block 81, Main Pass Area. Proposed depth 8,300 feet.

Plaquemines Parish: The California Co. 1 G. T. Armstrong 2 et al Unit 24, South Pass Block 24. Vicinity of Block 24, South Pass Area. Proposed depth 8,640 feet.

Plaquemines Parish: The California Co. 3-A State Lease 2592, South Pass Block 29. Block 39, South Pass Area. Proposed depth not given.

Plaquemines Parish: The California Co. 1 State Lease 1068 (OCS 0384), West Delta Block 30. Block 28, West Delta Area. Proposed depth 12,500 feet.

St. Charles Parish: Shell Oil Co. 4 State Lease 2918, West Pontchartrain Block 41. Block 41, Lake Pontchartrain. Proposed depth 9,500 feet.

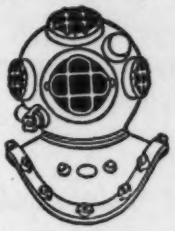
St. Mary Parish: Phillips Pet. Co. A-4 Dom "A" (OCS-0472) Eugene Island Block 184. Block 184, Eugene Island Area. Proposed depth 12,500 feet. Will sidetrack from Well 3-A (temporarily abandoned at 13,659 feet).

St. Mary Parish: Phillips Pet. Co. 1 Dom "B" (OCS-0471), wildcat. Block 172, Eugene Island Area. Proposed depth 6,000 feet.

Terrebonne Parish: Stanolind B-1 State Lease 758, wildcat. Block 39, Ship Shoal Area. Proposed depth 17,000 feet.

Terrebonne Parish: The Texas Co. 1 State Lease 2985, Caillou Island field. Block 16, South Timbalier Area. Proposed depth 15,000 feet.

FR. 4123—VA. 6647 Night: VA. 6647—FR. 8185



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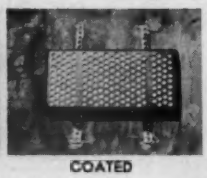

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Terrebonne Parish: The Texas Co. 1 State Lease 2986, Caillou Island field. Block 16, South Timbalier Area. Proposed depth 16,000 feet.

Vermilion Parish: Stanolind 2-A State Lease 861, wildcat. Block 14, Vermilion Area. Proposed depth 12,500 feet.

Vermilion Parish: Shell Oil Co. 1 Shell-Humble (OCS-0493), wildcat. Block 164, Vermilion Area. Proposed depth 11,000 feet.

OFFSHORE COMPLETIONS

TEXAS

Galveston County: Standard Oil Co. of Texas 1 Federal 105, wildcat. Dry hole. TD 9,948 feet. Tract 105(L), High Island Area.

Jefferson County: Magnolia Pet. Co. A-7 Texas Gulf Tract 10(L), High Island. Dry Hole. TD 9,900 feet. Tract 10(L).

Jefferson County: Stanolind Oil & Gas 1 State Lease 40643, Wildcat Dry Hole. TD 7,912 feet. Block 95(S), High Island Area.

Kleberg County: Standard Oil Co. of Texas 83 State Lease 948, Chevron field. Oil Well. TD 9,098 feet, perfs. 8,215-21 feet. PT 216 BOD on 10/64-inch choke. Gra. 41.3. GOR 420-1. Tract 948(S), Mustang Island Area.

LOUISIANA

Cameron Parish: Mecom Petroleums 1-D State Lease 1134, wildcat. Dual Gas Discovery. TD 10,136 feet, perfd, 9,644-56 feet. PT 25 BCD and 1,500 MCGD on 3/16-inch choke. Gra. not given. GOR 60,000-1. Will dually complete. Block 45, West Cameron Area.

Jefferson Parish: Humble Oil F-5 State Lease 797, Grand Isle Block 18. Dual Oil Well. TD 11,761 feet. Perfs. 10,828-858 feet. PT 251 BOD on 1/8-inch choke. Gra. 28.6. GOR 428-1. Perfs. 11,052-78 feet. PT 160 BOD on 1/8-inch choke. Gra. 26.1. GOR 460-1. Block 9, Grand Isle Area.

Lafourche Parish: The California Co. M-3 La. State Lease 1367, Bay Marchand Block 2. Oil Well. TD 4,422 feet, perfd. 4,033-54 feet. PT 196 BOD on 1/2-inch choke. Gra. 25.1. GOR 398-1. Block 3, Bay Marchand Area.

Plaquemines Parish: The California Co. 1 State Lease 2566, wildcat. Oil Discovery. TD 12,231 feet, perfd. 7,964-78 feet. PT 160 BOD on 11/64-inch choke. Gra. not reported, GOR 1487-1. Temp. abandoned 11/30/55 and reentered for completion. Block 41, South Pass Area.

Plaquemines Parish: Continental Oil Co. (CATC) 1 State Lease 1071 (OCS 0150), wildcat. Gas-Distillate Discovery. TD 12,521 feet, perfs. 12,200-210 feet. PT 424 BOD and 3,700 MCFGD on 12/64-inch choke. Gra. 47.6 GOR 8,710-1. Block 55, West Delta Area.

Plaquemines Parish: The California Co. 3 State Lease 2548, wildcat. Dry Hole. TD 9,000 feet. Block 51, West Delta Area.

Plaquemines Parish: The California Co. 11-G La. State Lease 1277, Main Pass Block 69. Oil Well. TD 9,147 feet, perfd. 8,872-98 feet. PT 199 BOD on 9/64-inch choke. Gra. 30.9. GOR 620-1. Block 68, Main Pass Area.

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Plaquemines Parish: Shell Oil Co. 3 State Lease 2548, South Pass Block 6. Gas Well. TD 9,549 feet, perfd. 8,356-58 feet. PT 32 BOD and 950 MCFGD on 9/64-inch choke. Gra. 34. GOR 24,406-1. Block 6, South Pass Area.

Plaquemines Parish: Humble Oil 3-A State Lease 2716, South Pass Block 20. Dry Hole. TD 12,250 feet. Block 31, South Pass Area.

Plaquemines Parish: Shell Oil Co. 4 State Lease 1011, South Pass Block 27. Oil Well. TD 8,100 feet, perfd. 7,853-65 feet. PT 283 BOD on 9/64-inch choke. Gra. 24. GOR 307-1. Block 27, South Pass Area.

Plaquemines Parish: Shell Oil Co. 8 State Lease 1011, South Pass Block 27. Oil Well. TD 8,100 feet, perfd. 7,858-68 feet. PT 254 BOD on 7/64-inch choke. Gra. 32. GOR 291-1. Block 27, South Pass Area.

Plaquemines Parish: Shell Oil Co. 9 State Lease 1011, South Pass Block 27. Oil Well. TD 8,417 feet, perfd. 7,436-51 feet. Gra. 24.2. GOR 252-1. Block 27, South Pass Area.

Plaquemines Parish: The California Co. 2 State Lease 2566, South Pass Block 41. Dry Hole. TD 3,020 feet. Block 41, South Pass Area.

Plaquemines Parish: Continental Oil Co. (CATC) 3-A State Lease 819 OCS 026, West Delta Block 30. Shut-In Gas Well. TD 7,680 feet, perfd. 5,000-06 feet. IPF 17.6 BOD and 53 MCFGD on 10/64-inch choke. Gra. 31.1. Shut in 7/25/56. Block 30, West Delta Area.

Plaquemines Parish: Continental Oil Co. (CATC) B-2 State Lease 971 (OCS 0139), West Delta Block 30. Dry Hole. TD 11,101 feet. Block 46, West Delta Area.

Plaquemines Parish: Continental Oil Co. (CATC) 9 State Lease 979, West Delta Block 53. Oil Well. TD 10,310 feet, perfd. 10,100-40 feet. PT 324 BOD on 1/8-inch choke. Gra. 32. GOR 659-1. Block 54, West Delta Area.

Plaquemines Parish: Continental Oil Co. (CATC) A-1 OCS 0148, West Delta Block 60. Dry Hole. TD 14,670. Block 60, West Delta Area.

St. Bernard Parish: Lamson, Bennett and Cole 1 State Lease 2459, wildcat. Dry Hole. TD 8,010 feet. Block 68, Chandeleur Sound Area.

St. Mary Parish: Shell Oil Co. A-2 OCS 0478, Eugene Island Block 128 Oil Well. TD 11,025 feet, prefd. 10,697-713 feet. PT 328 BOD on 9/64-inch choke. Gra. 37.2. GOR 1382-1. Block 116, Eugene Island Area.

Terrebonne Parish: Gulf Refining Co. 1-E OCS 0420, Ship Shoal Block 154. Dry Hole. TD 8,919 feet. Block 154, Ship Shoal Area.

Vermilion Parish: Stanolind 1 State Lease 861, wildcat. Gas-Distillate Discovery. TD 10,502 feet, prefd. 10,352-362 feet. PT 118 BCD and 4,400 MCFGD on 16/64-inch choke. Gra. 49.2. GOR 37,200-1. Block 14, Vermilion Area.

Vermilion Parish: Pure Oil Co. 1 OCS Lease 0558, wildcat. Temp. Abandoned. TD 8,140 feet. Side tracked hole. Stuck drill pipe. Perfd. 8,068-70 feet. No details. Block 66, Vermilion Area.

Vermilion Parish: Pure Oil Co. 1-D State Lease 880, Vermilion Block 39. Shut-In Gas Well. TD 11,125 feet, perfd. 7,981-8,010 feet. Not, at present, gauged.

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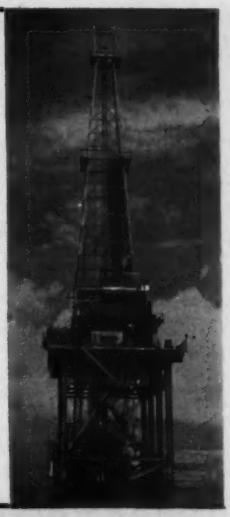

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Exploration Geophysicists Announce Convention Plans

The 27th annual meeting of the Society of Exploration Geophysicists will be held under the direction of Fred J. Agnich, president of Geophysical Service, Inc., November 11-14, 1957 in Dallas, Texas. The Dallas Statler-Hilton hotel has been chosen as headquarters for the meeting.

Plans are virtually complete for the Society's 26th annual meeting at the Roosevelt Hotel in New Orleans next October 29, through November 1, with Kenneth R. Wells, of General Geophysical Company, chairman. The complete program of 40 technical papers was filled in July. Theme for the meeting will be "The SEG on Land and Sea," with special emphasis on offshore exploration for oil.

Oil Man's Calendar: 1956

SEPTEMBER

6-7 API Oil Industry Information Committee, Conrad Hilton Hotel, Chicago

12-14 National Petroleum Association, annual meeting. Traymore Hotel, Atlantic City N. J.

16-18 New Mexico Petroleum Industries Committee, annual convention. Hilton Hotel, Albuquerque

16-21 ASTM Committee D-2 on Petroleum Products and Lubricants, Statler Hotel, Los Angeles

16-21 American Chemical Society, 130th annual meeting, Atlantic City, N. J.

19-21 National Industrial Conference Board, marketing meeting. Waldorf-Astoria Hotel, New York City

20-21 Western Petroleum Refiners Association, technical industrial relations meeting. Henning Hotel, Casper, Wyo.

20-21 Mid-Continent Oil and Gas, Louisiana-Arkansas Division membership meeting. Roosevelt Hotel, New Orleans

24-25 Independent Oil Compounders Association, ninth annual meeting. Bismarck Hotel, Chicago.

26 API Executive Committee of the Board of Directors. Greenbrier Hotel, White Sulphur Springs, W. Va.

OCTOBER

1-5 American Institute of Electrical Engineers Committee on Technical Operations, Fall general meeting. Morrison Hotel, Chicago

2-3 Texas Mid-Continent Oil and Gas Association, 37th annual meeting. Rice Hotel, Houston

2-4 National Association of Corrosion Engineers, South central region. Beaumont, Texas

2-6 Society of Automotive Engineers, Inc., national aeronautic meeting, aircraft engrg. display. Statler Hotel, Los Angeles

3 American Iron and Steel Institute, regional technical meeting. Thomas Jefferson Hotel, Birmingham

7-9 American Association of Oilwell Drilling Contractors, annual meeting. Texas Hotel, Fort Worth

8-10 The American Society of Mechanical Engineers, joint ASME-ASLE lubrication conference. Chalfonte-Haddon Hall, Atlantic City

11-12 California Natural Gasoline Association, Fall meeting. Sheraton Hintington Hotel, Pasadena, Cal.

14-20 OIL PROGRESS WEEK

15-17 American Institute of Mining, Metallurgical, and Petroleum Engineers, Petroleum Branch, Biltmore Hotel, Los Angeles

15-19 American Society of Civil Engineers, annual convention. William Penn Hotel, Pittsburgh

18-19 Western Petroleum Refiners Association, technical industrial relations meeting. Rufus Garrett Hotel, El Dorado, Ark.

22-24 American Standards Association, 7th national conference on standards. Roosevelt Hotel, New York City

22-24 Rocky Mountain Oil and Gas Association, annual convention. Cosmopolitan Hotel, Denver

23 American Society of Safety Engineers, annual meeting. Conrad Hilton Hotel, Chicago

29-Nov. 1 Society of Exploration Geophysicists 26th annual meeting, Roosevelt Hotel, New Orleans

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INDUSTRY ITEMS . . . . . In the News

Magnolia Petroleum To Get First Offshore Microwave

Installation of the first microwave system for offshore communications will start in November of this year. Magnolia Petroleum Company will use the electronic equipment, to be supplied by Radio Corporation of America, for connecting their extensive offshore drilling and producing activities by radio intercommunication within the uncrowded microwave frequency range.

Five towers will constitute the receiving network. One tower each will be spotted at Morgan City and Burns, as well as these fields: Block 51, Block 126, and Block 128, all in the Eugene Island Area. The offshore antennas will be mounted on Magnolia platforms in the area. Total distance of the system covers over 80 miles.

Signal fading, a common failing of microwave at sea, will be corrected by placing two receivers on each tower. Transmission of signals will be at the 2,000 mc frequency.

Phillips' 92 Marine Fleet Employees Set Safety Mark

Phillips Petroleum Company's 92 marine fleet employees in the production department at Morgan City have set a mark of a quarter of a million man-hours of work without a disabling injury. The men, who operate marine craft servicing Phillips offshore drilling and producing activities, set the safety record over a two year span.

Supervisory personnel for the marine employees are M. E. Michael, superintendent of the Morgan City District; Joe Bowden, superintendent of operations and maintenance of marine equipment; and R. F. Lewis, safety director.

Future of Oil Industry Promising Says Firm

The immediate future for the oil industry looks very promising, according to Bache & Co. The firm, members of the New York Stock Exchange, in predicting a general business rise for the second half of 1956, forecast that oil industries will remain attractive investments.

Discussing the oil and oil well equipment industries, Bache & Co. said "the high level of demand for petroleum is reflected in the 20 percent average increase in net earnings for the first quarter of 1956 compared with the first quarter of 1955.

"With the long upward trend continuing, with inventories for the industry now at excellent levels, and with product price showing unusual strength, the petroleum industry offers attractice investment opportunities. Footage drilled during 1956 should exceed the record set in 1955 by 6 or 7 percent. The long term trend outlook for this field is outstanding as drilling for new reserves should continue at an active pace."

Pure Oil Company Honors Crew for Safety Record

A Pure Oil Company offshore crew has been honored for completing 178 days without a lost-time accident. The crew was honored at a barbecue given at the St. Mary Golf & Country Club, Berwick, La., by District Superintendent M. M. McGar and his assistant, C. E. Teacle. Dewie Kirby is gang pusher for the crew, which includes about 26 men.

Zapata Off-Shore Elects Thomas J. Devine Director

George H. W. Bush, President of Zapata Off-Shore Company, has announced election of Thomas J. Devine of Midland, Texas, as a director of the company. Devine, 29, is an independent oil operator. He was born in Rochester, New York. He was educated at M.I.T., graduating in 1949 with a BS degree in business and engineering administration.

Cities Service Net Income For Half Up 20 Percent

Consolidated net income of Cities Service Company and subsidiaries in the first half of 1956 was $30,405,000, or $3.01 per share, as compared with $25,349,000, or $2.56 per share, in the same period last year, an increase of 20 percent.

Net income for the second quarter of 1956 was $12,225,000, or $1.21 per share, as compared with $10,199,000, or $1.03 per share, in the same period of 1955.

Strike, Ban Cause Delay

Humble Oil & Refining says it may be unable to carry out $217.9 million capital budget

A delay in Humble Oil & Refining Company's offshore drilling program was predicted in a six-month report to stockholders of that company recently. Factors in the delay: the steel strike and its effect on material deliveries, and the U.S. Supreme Court decision which forbade further drilling and leasing in the disputed area off Louisiana.

Excerpts from the report:

"Capital expenditures of $78,205,900 in the first six months of 1956 were $43,487,800 lower than in the first half of 1955. The higher 1955 expenditures included $26.6 million for the purchase of the Butyl and butadiene units at the Baytown refinery and about $8.3 million for offshore acreage. Capital expenditures for the first half of 1956 would have been somewhat higher had not the Federal offshore lease sale scheduled for May been cancelled and had materials and equipment for offshore drilling been more easily obtainable. Humble drilled 368 producing wells and 98 dry holes in the first six months of this year, compared with 332 producing wells and 107 dry holes in the first half of 1955.

"Substantially greater capital expenditures are planned for the second half of the year, but unusual circumstances make it unlikely that the company will be able to carry out the $217.9 million capital budget announced earlier this year. The offshore drilling program will be delayed by the effect of the steel strike on material deliveries and by the disruption of drilling in the area of the Louisiana Continental Shelf in dispute between the state and the Federal government as the result of a recent decision by the U.S. Supreme Court. An early agreement between Federal and State authorities which will permit resumption of drilling is essential in order for the industry to carry forward an extensive development planned for this area."

In mid-August Humble reported two of its drilling tenders as stacked at Grand Isle, Louisiana.

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Five Star Publishes Data On Louisiana Development

Two reference books published by Five Star Oil Report, Inc., of Houston, supply a comprehensive collection of information on oil and gas development in south Louisiana, including offshore fields.

Edited and compiled by Arthur Troutman, the books contain facts on individual fields, including data on field location, potentials of pay openers, structures, productive zones, operators, allowables, market outlets, and production records. A large collection of contour maps, electric log reproductions, cross sections, location plats, and correlation charts supplement the text material.

"The Oil & Gas Fields of Southwest Louisiana" concerns fields in these parishes: Acadia, Allen, Avoyelles, Beauregard, Calcasieu, Cameron, Evangeline, Iberia, Jefferson Davis, Lafayette, Rapides, St. Landry, St. Martin, St. Mary, Vermilion, and Vernon.

"The Oil & Gas Fields of Southwest Louisiana" supplies data on fields in these parishes: Ascension, Assumption, East Baton Rouge, East Feliciana, Iberville, Jefferson, Lafourche, Livingston, Orleans, Plaquemines, Pointee Coupee, St. Bernard, St. Charles, St. Helena, St. James, St. John the Baptist, St. Tammany, Tangipahoa, Terrebonne, Washington, West Baton Rouge, and West Feliciana.

Schlumberger's New Building Will Double Present Space

A testing lab capable of duplicating conditions of heat and pressure in a 30,000-foot well is to be included in a new building that will double Schlumberger Well Surveying Corporation's engineering laboratory and office facilities in Houston. In four test chambers, surveying instruments will be subjected to pressures up to 30,000 pounds per square inch and temperatures up to 450 degrees Fahrenheit.

The 302' by 128' two-story structure is already under construction and is scheduled for completion on June 1, 1957.

Rudolph L. Wiley Manages New Iberia 'Oilwell' Store

Rudolph L. Wiley is now store manager of the New Iberia, La., store of U.S. Steel's Oil Well Supply Division. He joined "Oilwell" in 1953 at the Harvey, Louisiana, store and became field representative there in February of this year.

Toolpusher of the Month:

Noble's C. S. Banquer

A fun-loving toolpusher keeps the bits turning on The California Company's mobile unit S-55

Two stories on The California Company's mobile unit S-55 appear in this issue of OFFSHORE The articles describe the unit in detail, but they omit one of the key factors in the operation of any rig that puts to sea—the toolpusher who keeps the bits turning.

One such key man is C. S. Banquer, toolpusher on the S-55. Banquer is fun-loving, tobacco-chewing, and hard-working. And because he is one of the youngest fellows pushing tools offshore, he is OFFSHORE's "toolpusher of note" this month.

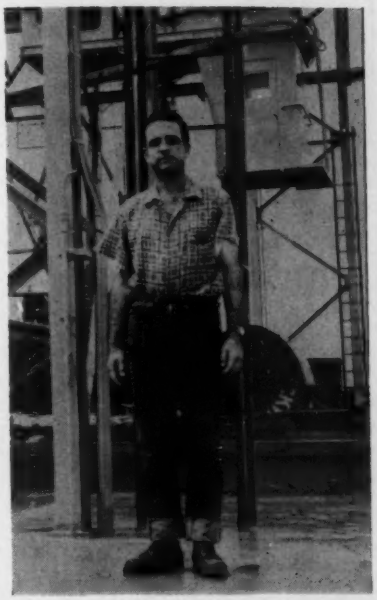
Groceryman Samuel Banquer's son was born in Harvey, La., on October 10, 1924. C. S. graduated from the high school at Gretna, La., in 1941 —but he did not start on his ascent toward oil field drilling responsibility until 1946, the year he got his first oil field job.

The bulk of Banquer's 10 years of oil drilling experience has been with Noble Drilling Company rigs on both shallow water drilling barges inshore and deep water units operating far out in the Gulf of Mexico. In 1953, seven years after entering the watery oil patch, C. S. was promoted to toolpusher by Noble Drilling.

Banquer says that there was one terrifying experience that stands out in his memory above all others. It was the time that The California Company's tender S-23, with he and the rest of the Noble crew aboard, got caught in an unannounced hurricane that swept through the Gulf in 1948.

A tug attempted to tow the S-23 from its far-out location in the Gulf to the relative safety within the mouth of the Mississippi River. However, the tug broke down and the tender was forced to ride out the storm at anchor.

Thirty-five-foot waves lashed furiously at the helpless tender while the men on board occupied themselves alternately between prayer and sea sickness.



C. S. Banquer on board The California Company's new mobile unit S-55. Banquer is one of two Noble Drilling Company toolpushers responsible for drilling operations on the unit.

The tender managed to ride out the storm successfully but the event remains vivid in Banquer's recollections.

C. S. married Audrey Hunter of Marrero, Louisiana, in 1946. They have three children—all boys; they are Steve, aged 9; Carl, 7; and Mark, 5.

HELPING NO. 55 GET STARTED in the offshore drilling business recently were H. L. Brewer, left, and Jack Phelps, right. MOBILE UNIT NO. 55 is owned and operated by The Offshore Company. Phelps is toolpusher for Offshore on the unit. Brewer is the toolpusher for Stanolind Oil & Gas Company, which contracted for NO. 55 to drill a prospect in State Tract 95 (S), 25 miles northeast of Galveston off Texas.

A USEFUL GADGET offshore is this mud level indicator used by The Offshore Company on its MOBILE UNIT NO. 55. With it, the driller can tell the level of mud in tanks below decks without having to leave the drilling position. The indicator is located across the pipe racks from the derrick.

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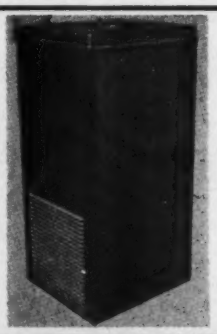

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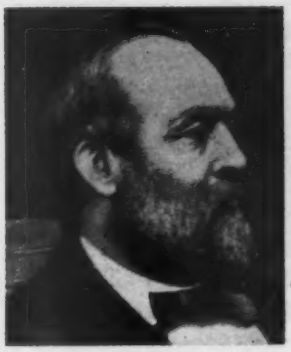

President Garfield on "Politics"

"Real political issues cannot be manufactured by the leaders of political parties, and real ones cannot be evaded by political parties. The real political issues of the day declare themselves, and come out of the depths of that deep which we call public opinion."

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The Slush Pit . . .

"Adultery is as bad as murder" shouted the evangelist. "Isn't that so, Sister Brown?"

"I don't rightly know," replied Sister Brown. "I ain't never killed nobody."

"Well, I guess I might as well put the motion before the house," remarked the chorus girl as she danced out on the stage.

A retired toolpusher, white-haired and stooped, went to see his doctor.

"Doctor," he said, "I'm slowly going nuts over women. Is there any way to speed it up?"

An oilman met a pretty girl on the street, took her to to a bar, and said: "Which do you drink, beer or champagne?"

"Oh, I much prefer champagne," she replied. "Then my head gets all bubbly and I have the loveliest dreams. I dream I am lying in the warm, languorous sunshine on soft white sand beside the blue sea. I see a tall handsome man approaching. He comes nearer, kneels beside me, and gazes deep into my eyes. Later he walks into the sea, only to reappear bearing huge shells filled with beautiful pearls.

"When I drink beer, I just belch."

Two Cajans got into a hot argument and decided to settle things the way they do in the old country—with guns.

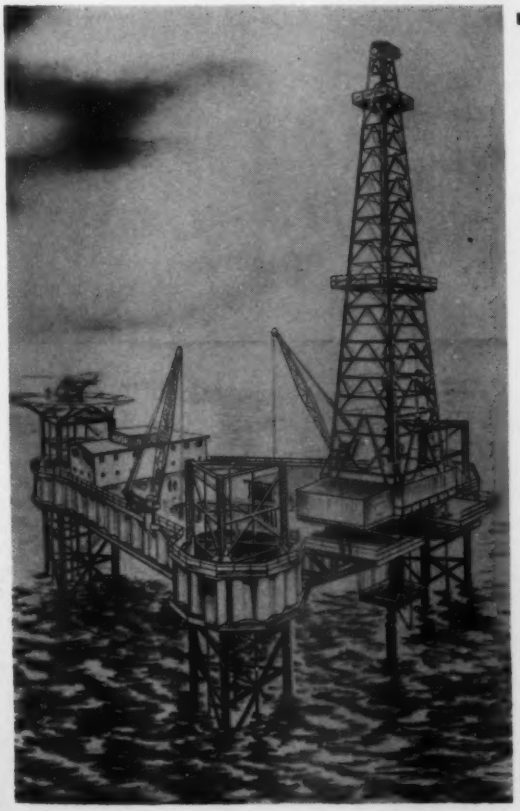
On the appointed morning, Francois was on hand with his pistol, second, and his physician. After about an hour, a messenger arrived with a telegram from Boudreaux.

"Dear Francois," it read. "If I am late, don't wait for me. Go ahead and shoot."

"JUST HOW MUCH MORE WEIGHT DO I HAVE TO DISCARD BEFORE WE CAN GET OFF THE GROUND AND OUT TO THE RIG?"

Announcing

A DISTINGUISHED DRILLING MATE TO THE ZAPATA "SCORPION"



Zapata's deep-water mobile drilling platform "Scorpion" recently completed a well off Aransas Pass, Texas. Unit was moved over 200 miles and spudded in at a new location off Galveston, Texas in 122 hours—a record move for any rig.

Zapata Off-Shore Co. is proud to announce a distinguished drilling mate to "Scorpion." The new $3.25 million unit, to be built by R. G. LeTourneau, Inc., will be similar in design and construction to "Scorpion," and will be ready for operation by March 1, 1957.

Zapata's Rig No. 1 with Drilling Tender "Nola" is now completing a second well off Cameron Parish, La.

ZAPATA OFF-SHORE CO.
HOUSTON, TEXAS

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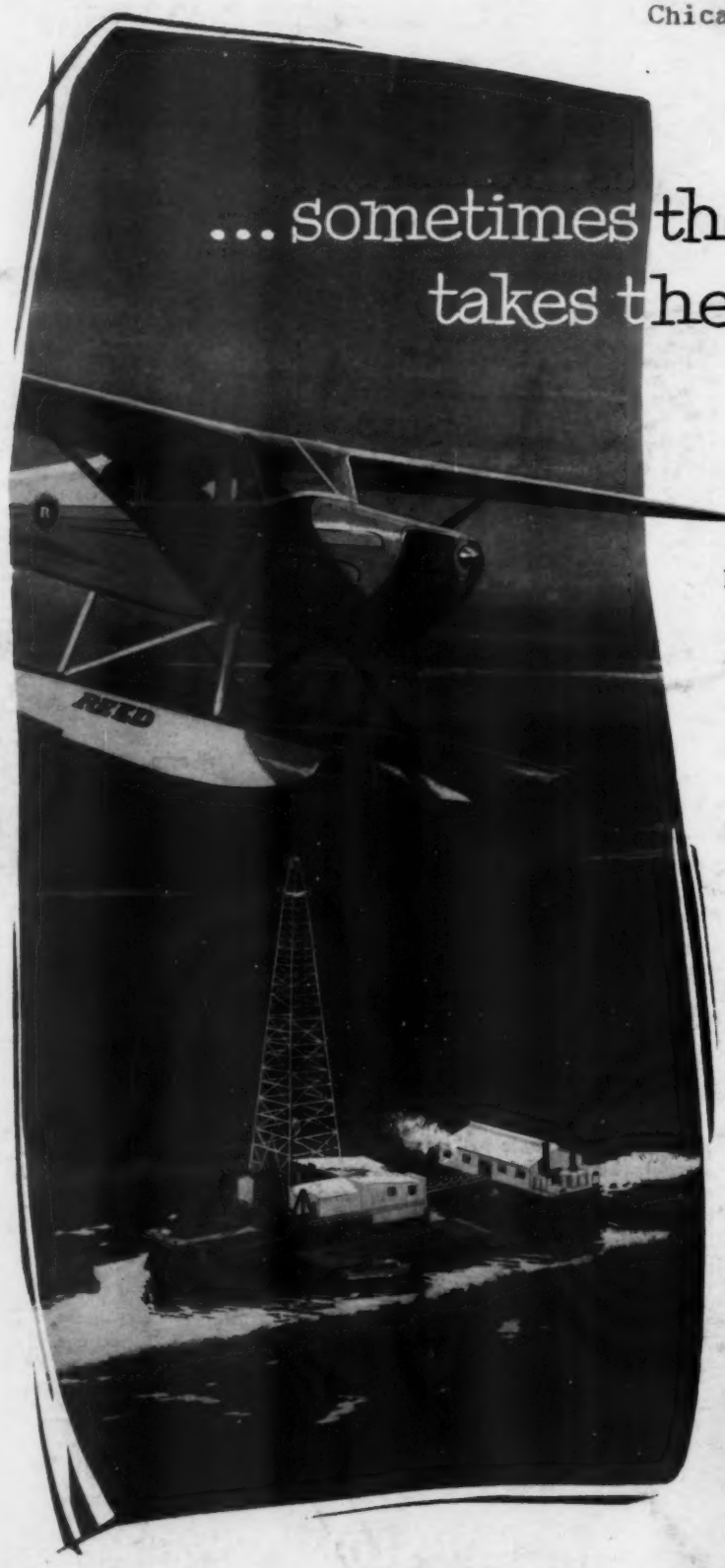

... sometimes the Reed Man takes the high road!

A familiar sight in the marshlands of Louisiana is the Reed plane . . . bringing the Reed man and his knowledge of rotary drilling tools to a drilling barge.* His transportation may be unusual but the contact with isolated rigs to learn their needs and offer time- and money-saving advice is a regular part of the Reed man's work . . . a task which is daily routine.

Onshore or offshore . . . on a mountain side or in a marshland . . . you can be certain the Reed man will get to your location by whatever means of transportation will get him there at the time he can be most helpful.

* Reed initiated this service in 1950 to become the first oil tool manufacturer to have its own plane for regular contact with water-location drillsites.

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